CEQA INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

EAST-WEST WATER TRANSMISSION PIPELINE PROJECT

FAIRFIELD, CALIFORNIA

Submitted to:

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Prepared by:

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LSA Project No. CND230

LSA

September 30, 2005

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PROJECT DESCRIPTION

1. **Project Title:**
   City of Fairfield
   Crosstown Water Transmission Pipeline Project

2. **Lead Agency Name and Address:**
   City of Fairfield
   Department of Planning and Development
   1000 Webster Street
   Fairfield, CA 94533-4883

3. **Contact Person and Phone Number:**
   Erin Beavers, **[Title]**
   (707) 428-7447

4. **Project Location:**
   The project site is located in the City of Fairfield, Solano County. The proposed east-west water transmission line would connect existing water mains at the Hale Ranch Road/Cordelia Road and Cement Hill Road/Clay Bank Road intersections.

5. **Project Sponsor's Name and Address:**
   City of Fairfield
   Department of Public Works/Utilities
   1000 Webster Street
   Fairfield, CA 94553-4883

6. **General Plan Designation:**
   City of Fairfield: Major Arterial, Minor Arterial, Collector, RM (Medium Residential), RH (High Residential)

   City of Suisun City: PUD Commercial, Commercial Service, General Commercial, Residential Medium Density

7. **Description of Project:**
   The City of Fairfield proposes to construct the Crosstown East-West Water Transmission Pipeline project, a 36-inch potable water transmission line to connect existing water mains at the Hale Ranch Road/Cordelia Road and Cement Hill Road/Clay Bank Road intersections. The purpose of the new transmission main is to pump water from the North Bay Regional Water Plant (NBR) to Cordelia providing a redundant system for the existing waterline. Several possible route alternatives were evaluated to identify the preferred alignment. The proposed route was determined based on factors such as length, avoiding utility conflicts, right-of-way acquisition, and minimizing traffic impacts. A third of the route parallels the new Kinder Morgan 20-inch fuel line.

   The project would consist of 7.2 miles of 36-inch diameter concrete cylinder pipe or cement lined coated steel pipe. It would be constructed with bore and jack under-crossings at certain specified

locations below railroads, streets, utilities, culverts, and creeks. A total of seventeen bore and jack crossings would be required.

The project would utilize existing City of Fairfield right-of-way, where available, and as required, City of Suisun City, Solano County, and Caltrans right-of-way. The proposed route would require permanent and temporary construction easement acquisition on approximately a dozen properties.

Due to the length of the proposed water line, construction would be phased over a number of years.

8. Surrounding Land Uses and Setting:

Cordelia Road. The pipeline would begin at the intersection of Cordelia Road and Hale Ranch Road and continue in an east to northeast direction to the junction with Pennsylvania Avenue. The entire portion of this segment of the proposed route would run through existing City of Fairfield, Solano County and City of Suisun City road right-of-way. The surrounding area along this portion of the alignment consists mostly of vacant land with some commercial businesses along the north side of Cordelia Road. Six bore and jack undercrossings are planned along this portion of the pipeline.

Pennsylvania Avenue. The pipeline would continue up Pennsylvania Avenue in a northeast to north direction until Illinois Street, where the pipeline would turn 90 degrees to the east. A portion of this segment would lie within Caltrans right-of-way. The inside northbound lane of Pennsylvania Avenue would need to be closed for an extended period for the installation of bore and jack pits at the existing box culvert. K-rails would be placed along the pits toward the open traffic lane. The surrounding area along this portion of the alignment consists mostly of vacant land. Four bore and jack undercrossings are planned along this portion of the pipeline.

Illinois Avenue to Union Avenue. From Illinois Avenue the pipeline would continue one block east then turn 90 degrees to the north on Great Jones Street. From Great Jones Street, the pipeline would continue two blocks north, then would turn 90 degrees to the east on Broadway Street. Once on Broadway Street, the pipeline would continue six blocks to Union Avenue, then would turn 90 degrees to the south. This portion of the alignment would pass through a residential neighborhood and would be entirely open trench. No permanent easements would be required along this segment. During project construction, access would need to be maintained to the Frontier properties on the south side of Broadway.

Union Avenue to Railroad Avenue. From Union Avenue, the pipeline would continue one-half block then turn 90 degrees to the east on a dead-end street (Old Denverton Road), adjacent to Union Food and Liquor. After a bore and jack under the railroad tracks, the pipeline would follow Main Street, now in the City of Suisun City to the future alignment of the Railroad Avenue extension. The pipeline would then turn 90 degrees for a bore and jack beneath a culvert and would continue northeast to the intersection of Marina Boulevard and Railroad Avenue. This portion of the alignment would pass through a commercial area on the west side of the railroad tracks and vacant land on the east side of the railroad tracks.

The last portion of the alignment is preliminary as the private property owner is in the process of preparing a concept alignment plan and tentative map to determine the future alignment of the

Railroad Avenue extension and its connection to Main Street. Depending on the timing of the future development of this area, easement acquisition may or may not be required over the 1,680-feet of alignment running through the Travis Industrial Park undeveloped property.

Railroad Avenue to Clay Bank Road. Once on Railroad Avenue, the pipeline would continue in a northeast direction with Humphrey Drive, where the pipeline would turn 45 degrees to the north to Clay Bank Road. Along this portion of the alignment, the pipeline would pass through a combination of residential and commercial areas and vacant land. Installation of this segment of the project would require both temporary and permanent easements to be acquired. Five bore and jack undercrossings are planned along this portion of the pipeline.

Clay Bank Road to Cement Hill Road. From Clay Bank Road the pipeline would continue to the north until the end of the project at the intersection with Cement Hill Road. This portion of the alignment is mostly residential neighborhoods with some commercial businesses near Cement Hill Road. Two bore and jack undercrossings below existing utilities are planned along this portion of the pipeline.

9. Other agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

- City of Suisun City
- Solano County
- Solano Irrigation District
- Fairfield-Suisun Sewer District
- Caltrans
- City of Vallejo
- Pacific Gas & Electric (PG&E)
- Department of Water Resources
- State Lands Commission
- California Department of Fish and Game
- Regional Water Quality Control Board
- Bay Conservation and Development Commission (BCDC)
- United States Fish and Wildlife Services
- United States Army Corps of Engineers

- Viacom
- SBC-Pacific Bell

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FIGURE 1

East-West Water Transmission Pipeline
Fairfield, Solano County, California

Project Location

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SOURCE: ©2002 DeLORME. STREET ATLAS USA®2003.

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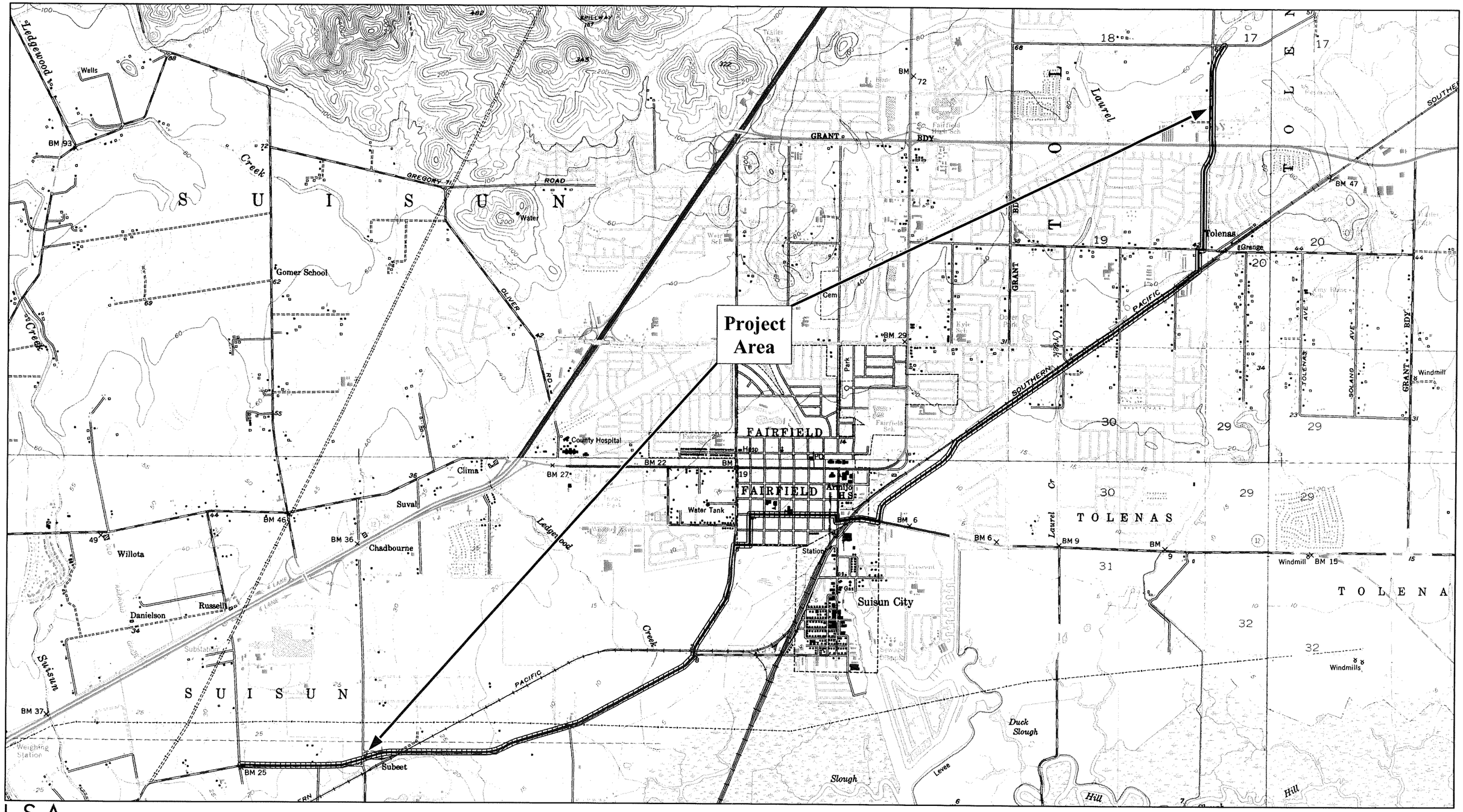

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Project Area Corridor

SOURCE: USGS 7.5' Topos – Fairfield North (1980), Fairfield South (1980), Elmira (1980), and Denverton (1980)
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FIGURE 2

Crosstown Waterline Project
Fairfield, Solano County, California

Project Area

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Unless Mitigation Incorporated" as indicated by the checklist on the following pages.

- ❑ Aesthetics
- ■ Biological Resources
- ■ Hazards & Hazardous Material
- ❑ Mineral Resources
- ❑ Public Services
- ❑ Utilities/Service Systems
- ❑ Agricultural Resources
- ■ Cultural Resources
- ■ Hydrology/Water Quality
- ■ Noise
- ❑ Recreation
- ■ Mandatory Findings of Significance
- ■ Air Quality
- ■ Geology/Soils
- ❑ Land Use/Planning
- ❑ Population/Housing
- ■ Transportation/Traffic

DETERMINATION

On the basis of this initial evaluation:

- ❑ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ■ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ❑ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ❑ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ❑ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Signature Date

[name], [title]
City of Fairfield, Department of Planning and Building

EVALUATION OF ENVIRONMENTAL IMPACTS

This section identifies the environmental impacts of this project by answering questions asked by Appendix G of CEQA, the Environmental Checklist Form. The environmental issues evaluated in this chapter include:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biology
- Cultural Resources
- Geology
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Services Systems
- Mandatory Findings of Significance

All analyses take account of the entire action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. Impacts are categorized as follows:

Potentially Significant Impact is appropriate if there is substantial evidence that an effect is significant, or where the established threshold has been exceeded. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) may be required.

Less Than Significant with Mitigation Incorporated applies where the incorporation of mitigation measures would reduce an effect from Potentially Significant Impact to a Less Than Significant Impact. Mitigation measures are prescribed to reduce the effect to a less than significant level.

Less Than Significant applies when the project will affect or is affected by the environment, but based on sources cited in the report, the impact will not have an adverse affect. For the purpose of this report, beneficial impacts are also identified as less than significant. The benefit is identified in the discussion of impacts, which follows each checklist category.

A **No Impact** answer is adequately supported if referenced information sources show that the impact simply does not apply to projects like the one involved. A No Impact Answer is explained where it is based on project-specific factors as well as general standards.

Earlier analyses may be used where, pursuant to the CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration. Wherever possible, references to information sources for potential impacts are incorporated into the analysis.

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	■	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☐	■
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	■	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	■

Affected Environment:

The proposed project site is located largely in the City of Fairfield, Solano County, with portions of the alignment located in the City of Suisun City. The proposed east-west water transmission line would connect existing water mains at the Hale Ranch Road/Cordelia Road and Cement Hill Road/Clay Bank Road intersections. The project would consist of 7.2 miles of 36-inch diameter concrete cylinder pipe or cement lined coated steel pipe. It would be constructed with bore and jack under-crossings at certain specified locations below railroads, streets, utilities, culverts, and creeks. A total of seventeen bore and jack crossings would be required. The project would utilize existing City of Fairfield right-of-way, where available, and as required, City of Suisun City right-of-way. As outlined in the project description, surrounding land uses include vacant land, and commercial and residential development.

Discussion:

a) Have a substantial adverse effect on a scenic vista?

Construction activities associated with the water transmission line installation would be visible from local roadways and adjacent uses (commercial, residential, and industrial). Construction activities would progress from one segment to the next so that views of construction would be limited at any given location. Furthermore, the equipment (*e.g.,* trucks, loader, crane) required for trenching and line installation would be relatively minimal. After construction, the pipeline would be located underground and out of view. The proposed project would not have a substantial adverse effect on a scenic vista.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

The project site does not include any portions of a State scenic highway and is not located in the vicinity of a State scenic highway. The proposed project would not substantially damage scenic resources within a State scenic highway.

The City has designated nine roadways within the City's Planning Area as "Scenic Roadways" including Cordelia Road. The proposed project could result in the removal of trees and other upland vegetation along the project alignment. Implementation of Mitigation Measures BIO-1 though BIO-6 would reduce potential impacts to scenic resources to a level below significance.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*
The proposed project would not significantly degrade the existing visual character or quality of the site and its surroundings. The proposed project would be located in a largely urbanized setting and would be installed largely within existing City of Fairfield right-of-way within existing roads/streets. The proposed project would consist of a water transmission line that would be underground and out of view.

d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*
The proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. No light standards would be installed as part of the proposed project.

Mitigation:
No additional mitigation required.

Sources:
- Review of project application
- California Department of Transportation, California Scenic Highway Program - http://www.dot.ca.gov/hq/LandArch/scenic/schwy1.html
- City of Fairfield, 2004. *City of Fairfield General Plan*

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?	☐	☐	☐	■
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	■

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	❑	❑	❑	■

Affected Environment:
As described above, the proposed waterline would be constructed largely within City of Fairfield and City of Suisun right-of-way within existing roads/streets. Areas not within the right-of-way are classified as "Urban and Built-Up Land" and "Grazing Land" according to the Farmland Mapping and Monitoring Program of the State Department of Conservation (2000). None of the project right-of-way is zoned for agricultural uses and none is operated under a Williamson Act contract. The proposed project would provide a redundant system to the existing waterline in order to maintain a consistent supply of water for existing uses. The proposed project would not provide additional water supply in order to open up new areas of land for development.

Discussion:

a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?*
The proposed project would not convert agricultural land to non-agricultural uses.

b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*
The proposed project would not conflict with existing zoning or a Williamson Act contract.

c) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?*
Implementation of the proposed project would not result in other physical changes that would result in the conversion of farmland to non-agricultural uses. The proposed project would not provide water supply in order to open up new areas to development

Mitigation:
None required.

Sources:
- Review of project application
- City of Fairfield, 2004. *City of Fairfield General Plan*
- Jones & Stokes, 2002. *Draft Programmatic EIR for the County Transportation Expenditure Plan.*

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	■	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	■	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	■	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	■	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	■	☐

Affected Environment:

Air quality of the project area and the City of Fairfield is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The district administers air quality regulations for the region. The project site is located within the San Francisco Air Basin. The San Francisco Air Basin is currently designated non-attainment for particulate matter (PM_{10} and $PM_{2.5}$) and ozone.

Discussion:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Short-term, construction-related air quality impacts related to emission of particulates may occur during construction of the proposed project. According to the BAAQMD, PM_{10} can be reduced using many feasible control measures. Because PM_{10} is identified as the pollutant of greatest concern with respect to construction activities, the BAAQMD emphasizes the implementation of effective and comprehensive PM_{10} control measures rather than detailed quantification of emissions for determination of significance. The BAAQMD has identified a set of feasible control measures for construction activities that will reduce PM_{10} emissions to thresholds below significance. Implementation of Mitigation Measure AIR-1 (PM_{10} Control Measures) would reduce potential impacts to a level below significance.

Long-term operation of the proposed water transmission line would not result in a significant increase in air emissions within the project area. Furthermore, project development would be

consistent with BAAQMD air quality plans and would not conflict or obstruct their implementation.

b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*
Air pollutant emissions associated with the proposed project would occur over the short term in association with construction activities such as grading and vehicle/equipment use. No long-term emissions would result from implementation of the proposed project.

Construction activities would generate exhaust emissions from vehicle/equipment and fugitive particulate matter emissions that would affect local air quality and contribute to an existing air quality violation. Construction activities would also be a source of organic gas emissions. Solvents in adhesives, non-waterbased paints, thinners, some insulating materials, and caulking materials would evaporate into the atmosphere and participate in the photochemical reaction that creates urban ozone. Asphalt used in paving is also a source of organic gases for a short time after its application.

Construction dust could affect local air quality during implementation of the project. The dry, windy climate of the area during the summer months creates a high potential for dust generation when and if underlying soils are exposed to the atmosphere. The effects of construction activities would be increased dustfall and locally elevated levels of PM_{10} downwind of construction activity.

Implementation of Mitigation Measure AIR-1, described below, would reduce potential impacts to less than significant levels.

c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*
As described above in Section III.b., the proposed project would result in temporary increases in air pollutants, these increases would not result in a cumulatively considerable net increase of any air pollutants.

d) *Expose sensitive receptors to substantial pollutant concentrations?*
Construction of the proposed project may expose surrounding land uses to airborne particulates and fugitive dust, as well as a small quantity of pollutants associated with the use of construction equipment (*e.g.,* diesel-fueled vehicles and equipment). Implementation of Mitigation Measure AIR-1, described below, would reduce construction-related emissions to a less-than-significant level. As discussed in Section III.b, the proposed project would not result in any long-term air quality impacts. Therefore, nearby sensitive receptors would not be exposed to substantial pollutant concentrations.

e) *Create objectionable odors affecting a substantial number of people?*
Some objectionable odors may be generated from the operation of diesel-powered construction equipment and/or asphalt paving during the project construction period. However, these odors would be short term in nature and would not result in permanent impacts to surrounding land uses,

including sensitive receptors in the vicinity of the project site. Therefore, no significant impacts related to objectionable odors would result from the proposed project.

Mitigation:

AIR-1: **Feasible Control Measures for Construction Emissions of PM_{10}.** Consistent with guidance from the BAAQMD, the following measures shall be required of construction contracts and specifications for the project:

Basic Control Measures (for all construction sites)

- Water all active construction areas at least twice daily and more often during windy periods; active areas adjacent to existing land uses shall be kept damp at all times, or shall be treated with non-toxic stabilizers or dust palliatives.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard.
- Pave, apply water three times daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging area at construction sites.
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites; water sweepers shall vacuum up excess water to avoid runoff-related impacts to water quality.
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

Enhanced Control Measures (construction sites greater than 4 acres in area)

- All basic control measures listed above.
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (*i.e.,* dirt, sand).
- Limit traffic speeds on unpaved roads to 15 mph.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Replant vegetation in disturbed areas as quickly as possible.

Optional Control Measures (for large construction sites or those located near sensitive receptors)

- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
- Install wind breaks, or plant trees/vegetative wind breaks at windward side(s) of construction areas.
- Suspend excavation and grading activity when winds exceed 25 mph.
- Limit the area subject to excavation, grading, and other construction activity at any one time.

Sources:

- Review of project application
- BAAQMD CEQA Guidelines, 1999.
- Jones & Stokes, 2001. *Draft Program Environmental Impact Report for the Comprehensive Amendment to the City of Fairfield General Plan.*

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	■	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	■	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	☐	■	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	■	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	■	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan?	☐	☐	☐	■

Affected Environment:

The proposed pipeline route would cross natural/vacant lands and developed areas within the Cities of Fairfield and Suisun City. As outlined in the project description, nearly all of the proposed pipeline would be constructed within City of Fairfield and City of Suisun City right-of-way within existing roads/streets. According to the results of the Biological Resources Assessment (LSA 2003) prepared for

the proposed project, significant biological resource areas are located adjacent to the pipeline route, particularly along Cordelia Road between Beck Avenue and Highway 12. These biological resources are described in more detail below.

Elderberry Plants. An isolated patch of elderberry plants is located just east of Chadborne Road, immediately adjacent to Cordelia Road and the Union Pacific Railroad (formerly Southern Pacific Railroad) tracks. Numerous elderberry stems, all less than 1 inch in diameter at ground level, are scattered throughout an area approximately 70 feet long by 5 to 10 feet wide. Elderberry shrubs are potential habitat for the federally-threatened valley elderberry longhorn beetle, but generally need to be greater than 1 inch in diameter to considered suitable.

Contra Costa Goldfields. Critical habitat for Contra Costa goldfields (*Lasthenia conjugens*, a federally endangered vernal pool species) has recently been approved for the area east of Beck Avenue to State Route 12. This designation applies to the pasture/agricultural fields immediately adjacent to the proposed pipeline route, but does not include existing roads. Therefore, the proposed alignment within Cordelia Road should not impact this particular sensitive habitat.

Vernal Pool Habitat. Vernal pools and associated special-status species such as Suisun Marsh aster (*Aster lentus*), alkali milk vetch (*Astragalus tener* var. *tener*), and saline clover (*Trifolium depauperatum hydrophilum*) are known to occur in the pasture/agricultural fields immediately adjacent to the proposed pipeline route along Cordelia Road east from Beck Avenue to State Route 12.

Burrowing Owl. A small amount of burrowing owl habitat occurs within the proposed alignment along the north side of the embankment of the Union Pacific Railroad tracks near the corner of Railroad Avenue and East Tabor Road. Suitable foraging and nesting habitat for burrowing owl also occurs along Cordelia Road from Beck Avenue to State Route 12. The burrowing owl is a California species of Special Concern.

Loggerhead Shrike and Raptors. Suitable foraging and nesting habitat for northern harrier and loggerhead shrike (both California species of Special Concern) occurs along Cordelia Road from Beck Avenue to State Route 12. Suitable loggerhead shrike nesting habitat also occurs in close proximity to the proposed alignment near Sunset Avenue and the Union Pacific Railroad. Potential northern harrier nesting habitat is present in the vacant lot north of State Route 12, between Marina Boulevard and the Union Pacific Railroad tracks.

Wetlands. Jurisdictional wetlands occur in the area along Cordelia Road from Beck Avenue to State Route 12. Seasonal wetland habitat is also present in the vacant lot north of State Route 12, between Marina Boulevard and the Union Pacific Railroad tracks. Patches of wetland habitat also occur in close proximity to the proposed alignment near Sunset Avenue and the Union Pacific Railroad, along Railroad Avenue, and at the northernmost end of the proposed alignment.

In addition to scattered seasonal wetlands, several drainages channels are present in the project area. Ledgewood Creek is a jurisdictional drainage with wetland and riparian vegetation. In addition, a number of special-status species may be associated with this feature including steelhead, least bittern, burrowing owl (on the banks of levees), and white-tailed kite.

Discussion:

a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*
Erosion of clean and/or contaminated soils exposed during trenching or from the release of hazardous substances could cause habitat degradation to sensitive plant species or within wetlands. Habitat degradation within wetlands adjacent to the construction areas and indirect impacts to special-status wetland plant species, such as Suisun marsh aster and Contra Costa goldfields, could occur where construction and related activities may impinge on habitat due to erosion/deposition of clean and/or contaminated soils exposed during trenching or release of hazardous substances (*i.e.,* diesel fuel). Implementation of Mitigation Measure BIO-1, described below would reduce potential impacts related to erosion/sedimentation to a level below significance.

Construction could result in the loss of individuals or known habitat of sensitive plant species, or loss of special-status plant species or associated habitats. Such impacts are possible where construction and related activities would remove or disturb the buffer zone for sensitive species. Botanical surveys did not include off-site staging areas as these areas have not yet been identified. Construction could result in the loss of individuals or known habitat of sensitive plant species in these off-site staging areas. Implementation of Mitigation Measure BIO-2 would reduce potential impacts to a level below significance.

The project would not permanently displace any significant habitat for special-status species. However, construction and pipeline maintenance activities could temporarily adversely affect burrowing owl, other nesting raptors, and loggerhead shrike should such species be present during construction. Potential impacts include disturbance to nesting and foraging habitat within and adjacent to the project alignment. Such impacts would be considered significant if the construction or maintenance activities result in direct harm to individual species or through habitat alteration or disturbance that impairs essential life functions such as feeding, breeding, and sheltering. Implementation of Mitigation Measures BIO-3 and BIO-4 below would reduce potential impacts to burrowing owl and other special-status bird species to a level below significance.

Steelhead, a federally threatened species, and several other special-status species, such as white-tailed kite, may be present in the habitats along Ledgewood Creek. However, the project proposes to bore and jack beneath the creek in order to avoid disturbance to the creek's aquatic and riparian resources. Therefore, no significant impacts are expected.

As described above, an isolated patch of elderberry plants is located just east of Chadborne Road, adjacent to Cordelia Road and the Union Pacific Railroad tracks. However, it is unlikely to provide suitable habitat for the federally-threatened valley elderberry longhorn beetle because of its isolated and disturbed location as well as its composition of stems less than 1 inch in diameter at ground level. Additionally, no project-related work is anticipated within the patch of elderberry as a result of the implementation of Mitigation Measure BIO-2.

b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

As proposed, the project will require several creek or drainage channel crossings and potential intrusion into adjacent creekside areas may occur. The crossings are proposed to be completed via bore and jack method, which minimizes the potential impacts to the channel and adjacent areas. The riparian zone, if present, and creek/channels could also be affected by runoff from the construction area adjacent to the drainages. No riparian habitat or other special natural community would be permanently altered. Direct impacts from construction equipment access and trenching would be temporary. Implementation of Mitigation Measures BIO-1 and BIO-2 would reduce potential impacts to a level below significance.

c) *Have a substantial adverse effect on federally-protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

As described above, wetland habitat occurs in a limited number of locations along and in the vicinity of the proposed pipeline alignment. In addition, several channels/drainages occur within the project area. Potential impacts associated with construction through and adjacent to wetlands and drainages include: the potential for erosion, changes in surface and subsurface flows and water quality, potential loss of wetland and aquatic habitat, and increased potential for weed/invasive plant species invasion.

The project, as currently proposed, has been designed to avoid impacts to wetland features to the greatest extent possible. It is anticipated that the unavoidable impacts to seasonal wetlands along the pipeline alignment will be localized and temporary. As outlined in Mitigation Measure BIO-5, it is expected that the project-related fill will be authorized by the U.S. Army Corps of Engineers under a Nationwide Permit 12, which authorizes the construction, maintenance, and repair of utility lines that have minimal adverse effects on the aquatic environment. Additionally, implementation of Mitigation Measures BIO-1 and BIO-2 would reduce potential impacts to wetlands in adjacent areas to a level below significance.

d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

The proposed pipeline could temporarily interfere with the movement of resident fish and wildlife species and could temporarily impede the use of adjacent areas as native nursery sites. However, such impacts would be localized, short-term, and would occur only during construction activities. The level of significance of these effects would be considered less than significant. Once the installation of the pipeline is complete, no adverse interference and disturbance to local wildlife is anticipated as the pipeline will be a buried feature, rather than an above-ground barrier. Additionally, as noted in Mitigation Measure BIO-1 below, the upland areas disturbed by the project outside of the existing roadway, will be revegetated and restored to preconstruction conditions.

e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

The City of Fairfield Tree Conservation Ordinance (City of Fairfield 2005) protects "public trees" from unnecessary removal and requires replacement of trees where necessary. Protected trees include the following:

- All trees on public property;
- Trees planted or preserved on private property or within the public right-of-way which were required by the City as a condition of approval for the project or shown on a landscape plan approved by the City;
- The following species of trees on undeveloped private property which exceed 6 inches in caliper or diameter at breast height (measured 4.5 feet above ground level): native oaks, bay laurel, madrone, and buckeye; and
- Trees or groups of trees having one or more of the following characteristics as determined by the City during project review: demonstrated habitat value, historical or cultural value, important aesthetic value, uniqueness or rarity, unusual size or age.

The proposed project could impact "public trees" along the pipeline alignment. Implementation of Mitigation Measure BIO-6 would reduce potential impacts to protected trees to a level below significance.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan?

The proposed project would not conflict with the provisions of an adopted or other approved local, regional, or state habitat conservation plan. In addition, it would not conflict with the conservation strategies currently being developed as part of the county-wide *Solano Project Habitat Conservation Plan /Natural Community Conservation Plan.*

Mitigation:

BIO-1: **Erosion and Sediment Control.** In the project areas adjacent to wetlands and roadside ditches, site specific erosion and sediment control measures shall be developed and implemented, along with standard protection measures such as installation of construction fencing to protect nearby biological resources. Such measures shall include, but not be limited to:

- Work activity in streams and stream vicinities shall take place during the dry season between June 15 and October 15 (unless specifically authorized in writing by CDFG and NMFS).
- All fueling and maintenance of vehicles and other equipment, and staging areas shall be at sites located at least 20 meters (65 feet) from any riparian habitat and the stream bed or wetland. The contractor shall prepare plans for a prompt and effective response to any accidental spills.
- All construction workers shall receive instruction regarding the importance of preventing spills and measures to be employed if spills occur.
- Hay bales, silt fences, organic mesh, or other appropriate erosion control measures shall be implemented to be used to prevent erosion and sedimentation into riparian/stream areas adjacent to grading/surface disturbance. Sufficient erosion control material shall be present on the site at all times in order to implement erosion control measures if rain is

predicted within 24 hours. Erosion control measures shall be in place by October 15 and properly maintained throughout the construction period.

- Natural areas disturbed by the project outside of the existing roadway, shall be revegetated with an assemblage of native vegetation and restored to preconstruction conditions, as appropriate.

BIO-2: **Construction Limits.** The width of the construction corridor shall be minimized to the maximum extent possible. Construction activities shall occur within the existing roadway and developed areas, as feasible. All off-site work areas shall be located entirely within paved or gravel areas or on vacant lots that do not contain sensitive habitats or suitable conditions for special-status species.

In areas where the alignment is adjacent to sensitive habitats and /or special-status species, fencing shall be installed prior to any clearing, staging, or construction activities in order to protect nearby biological resources. Construction fencing shall be placed such that an exclusion zone is established and all equipment and personnel shall be prohibited from encroaching into the sensitive area. Fencing shall be properly maintained, and shall remain in place for the duration of the construction work in the designated areas.

BIO-3: **Burrowing Owls.** Pre-construction surveys for burrowing owls shall be conducted no more than 21 days prior to the start of project construction. All surveys shall be conducted in accordance with current CDFG burrowing owl survey protocols and if determined to be necessary, approved mitigation measures, such as seasonal construction restrictions and/or passive relocation, shall be developed and implemented in consultation with CDFG.

BIO-4: **Nesting Loggerhead Shrike and Raptors.** In areas of tall, dense shrubs or trees, pre-construction surveys shall be conducted within 21 days of ground-breaking/start of construction. From late March through July, there may be some seasonal constraints to construction activity in discrete areas if nesting shrikes or raptors are found to be nesting in close proximity to the alignment. CDFG shall be notified and if active nests are present, protective measures including exclusion buffers and routine monitoring shall remain in effect until the nesting cycle has been completed. If removal of nest trees/shrubs is necessary, such activity shall take place after the nesting cycle is completed (September – October).

BIO-5: **Wetlands.** A formal wetland delineation shall be completed by a qualified wetland biologist to identify the distribution and extent of jurisdictional features, as defined by Section 404 of the Clean Water Act, along the pipeline alignment. This delineation shall be submitted to the U.S. Army Corps of Engineers for verification.

Existing wetlands along the pipeline alignment shall be avoided to the maximum extent feasible. However, temporary but unavoidable impacts to wetlands along the project corridor may occur, and thus, shall require authorization from the U.S. Army Corps of Engineers and Regional Water Quality Control Board prior to the start of the project. It is anticipated that agency approval can be obtained via a Nationwide Permit 12. All conditions of such permit shall apply. The area of fill shall be kept to the minimum necessary, and the project area

shall be restored to preconstruction contours. No additional mitigation should be required unless specified by the regulatory agencies.

All work shall take place away from the top of bank and outside the riparian zone, if present. Appropriate erosion control measures shall be developed and implemented.

BIO-6: **Trees.** Direct and indirect impacts to "public trees" shall be avoided to the extent practicable. In accordance with the City of Fairfield Tree Conservation Ordinance, a re-planting plan shall be developed and implemented to off-set unavoidable impacts to designated trees.

Sources:

- Review of project application
- LSA Associates, Inc. 2003. *Hale Ranch-Suisun Valley Roads and Hale Ranch-Cement Hill Roads Water Transmission Right-of-Way Study*. January 9.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	■	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	■	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	■	☐	☐

Affected Environment:

A Cultural and Paleontological Resources Study (LSA 2005) was prepared for the project site. The study consisted of background research, consultation with potentially interested parties, and a field survey. The paleontological resources study consisted of a fossil locality search and a review of relevant geologic maps and literature.

Cultural Resources. A cultural resource, P-48-549, the Union Pacific Railroad (formerly Southern Pacific Railroad), was identified within the project area by this study. The project area, as currently proposed, intersects this resource in four locations, and a bore and jack would be used at all railroad crossings. No additional study of this resource is recommended at this time unless the scope of work is altered in such a way as to directly impact the railroad and associated features. Additional study should include an evaluation of this resource's eligibility for the California Register of Historical Resources.

Paleontological Resources. The sediments underlying the soil in the project area are Quaternary alluvium generally derived from sediment fans of accumulated landslides. The sediments, at least partly Late Pleistocene in age, have produced significant vertebrate fossils from the Rancholabrean land mammal age (10 - 40ka) such as ground sloth, dire wolf, saber-toothed cat, camel, bison, mammoth, horse, rodent, bird, reptile and amphibian fossils. There are no recorded fossil localities within or adjacent to the project area. However, there are two vertebrate fossil localities within five miles of the project area. The fossils from this locality are Late Pleistocene in age from the Rancholabrean land mammal age.

Discussion:

a) *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*
As described above, a cultural resource, P-48-549, the Union Pacific Railroad, was identified within the project area by this study. The project area, as currently proposed, intersects this resource in four locations, however, a bore and jack would be used at all railroad crossings and no direct impacts to the railroad and associated features are anticipated. It is possible that previously unknown historic resources could be discovered during grading and excavation work associated with the new construction. Implementation of Mitigation Measure CULT-1 would reduce potential impacts associated with disturbance to historic resources to less than significant levels.

b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*
There are no known significant archaeological resources at this site. The project is proposed in a location that has already been significantly disturbed due to the construction of roadways and the installation of existing underground utilities. Therefore, the probability of finding additional, unknown archaeological resources is minimal. However, it is possible that previously unknown archaeological resources could be discovered during grading and excavation work associated with the new construction. Implementation of Mitigation Measure CULT-1 would reduce potential impacts associated with disturbance to archaeological resources to less than significant levels.

c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*
While no paleontological resources (fossils) were identified within or adjacent to the project area, there is a potential of encountering significant paleontological resources in the Late Pleistocene sediments that underlie the project area. There is a low potential of encountering paleontological resources within surface soils. Maximum soil depth within the project area is 60 – 80 inches (Bates 1977) and LSA recommends an average soil depth of 72 inches (6 feet) be assumed. Implementation of Mitigation Measure CULT-2 would reduce potential impacts to paleontological resources to less than significant levels.

d) *Disturb any human remains, including those interred outside of formal cemeteries?*
The project is proposed in a location that has already been significantly disturbed due to the construction of roadways and the installation of existing underground utilities. However, it is possible that the project could disturb human remains, including those interred outside of formal cemeteries. Implementation of Mitigation Measure CULT-3 would reduce potential impacts associated with disturbance to human remains to less than significant levels.

Mitigation:

CULT-1: **Unanticipated Discoveries.** If deposits of prehistoric or historical archaeological materials are discovered during project activities, all work within 25 feet of the discovery shall be redirected until the archaeological monitor assesses the situation and provides recommendations. It is recommended that adverse effects to such deposits be avoided by project activities. If such deposits cannot be avoided, they shall be evaluated for their eligibility for listing in the California Register of Historical Resources. If the resources are not eligible, avoidance is not necessary. If the resources are eligible, they shall need to be avoided or any adverse effects shall be mitigated. Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the archaeological materials discovered. The report shall be submitted to the appropriate City agencies, project proponent, and the Northwest Information Center.

CULT-2: **Paleontological Resources.** A qualified paleontologist shall monitor ground-disturbing activities that extend more than six feet below initial surface grade. Prior to ground disturbing activities, a qualified paleontologist shall develop a monitoring plan that takes into account the specific details of construction plans as well as information from any available paleontological, geological, and geotechnical studies. Limited pre-construction subsurface investigations may be appropriate to define areas of paleontological sensitivity for the monitoring plan. This plan shall define areas of the project area that are most sensitive for paleontological resources and determine a monitoring schedule for ground-disturbing activity. In accordance with the SVP Conformable Impact Mitigation Guidelines, if after 50% of the grading is completed it can be demonstrated that the level of monitoring should be reduced, the qualified project paleontologist may so amend the mitigation program.

If paleontological resources are encountered during project subsurface construction and no monitor is present, all ground-disturbing activities shall be redirected within 50 feet of the find until a qualified paleontologist can be contacted to evaluate the find and make recommendations. If found to be significant and project activities cannot avoid the paleontological resources, a paleontological evaluation and monitoring plan, as described above, shall be implemented. Adverse effects to paleontological resources shall be mitigated, which may include monitoring, data recovery and analysis, a final report, and the accession of all fossil material to a paleontological repository. Upon completion of project ground-disturbing activities, a report documenting methods, findings, and recommendations shall be prepared and submitted to the paleontological repository.

CULT-3: **Human Remains.** If human remains are encountered, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately. At the same time, an archaeologist shall be contacted to evaluate the situation. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of identification. The Native American Heritage Commission shall identify a Native American Most Likely Descendent to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Upon completion of the evaluation, a report shall be prepared documenting the methods and results, as well as

recommendations. The report shall be submitted to the City and the Northwest Information Center.

Sources:

- Review of project application
- LSA Associates, Inc. 2005. *A Cultural and Paleontological Resources Study for the East-West Waterline Project*, September 14.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	■	☐
ii) Strong seismic ground shaking?	☐	■	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	■	☐	☐
iv) Landslides?	☐	☐	■	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	■	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	■	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	■	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	■

Affected Environment:

A Geotechnical Investigation (Lowney Associates 2004) was prepared for the proposed project. The report concludes that, "from a geotechnical engineering viewpoint, the proposed water pipeline may be constructed as planned, provided design and construction are performed in accordance with the

recommendations presented in this report." The primary geologic and geotechnical constraints to the project include: low to moderate potential for liquefaction; construction dewatering; shoring of excavations; surface settlements associated with bore and jack construction; boring and jacking, and trenching under existing underground utilities; and trenching in proximity to the Union Food and Liquor property which contains environmental contaminants.

The geology of the site area is mapped as Holocene fan and basin deposits and Late Pleistocene to Holocene fan deposits (Lowney Associates 2004). Borings indicate that deposits within the planned depths of the pipeline include soft to hard clays, and medium dense to dense silty and clayey sands.

Discussion:

a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; ii) Strong seismic ground shaking; iii) Seismic-related ground failure, including liquefaction; iv) Landslides?*

i) *Fault Rupture.* The site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone. The potentially active Cordelia Fault passes approximately 2 miles southeast of the west end of the pipeline alignment. The active Green Valley Fault passes approximately 3 miles southwest of the west end of the pipeline alignment. Since no known surface expression of active faults is believed to cross the site, fault rupture through the site is not anticipated.

ii) *Groundshaking.* Strong ground shaking can be expected at the site during moderate to severe earthquakes in the general region. This is common to virtually all developments in the greater San Francisco Bay Area. Implementation of Mitigation Measure GEO-1 would reduce potential risks associated with strong ground shaking to less than significant levels.

iii) *Ground Failure and Liquefaction.* Soil liquefaction results from loss of strength during cyclic loading, such as imposed by earthquakes. Soils most susceptible to liquefaction are loose to medium dense, saturated sands, silty sands, sandy silts, non-plastic silts and gravels with poor drainage, or capped by or containing seams of impermeable sediment. According to regional mapping of the site vicinity, the potential for liquefaction along the proposed alignment varies from low to high. The Geotechnical Investigation included a limited liquefaction analysis on the saturated, medium dense silty clayey sands encountered in some of the soil borings. Based on this analysis, the risk of liquefaction within the depths explored during the study would be low along most of the alignment, to moderate at some locations. The potential exists that there may also be potentially liquefiable soils at locations/depths other than those explored. Implementation of Mitigation Measure GEO-1 would reduce potential impacts to a level below significance.

iv) *Landslides.* The project area is generally level and is therefore not subject to landslides. Implementation of the proposed project would not adversely impact persons or structures due to landslides.

b) *Result in substantial soil erosion or the loss of topsoil?*
Construction activities have the potential to disrupt soil and cause erosion. However, construction specifications require the preparation of a storm water pollution prevention plan (SWPPP) that would incorporate best management practices (BMPs) for erosion control that are recognized by the Regional Water Quality Control Board (RWQCB). An Erosion Control Plan would be required for issuance of a grading permit. The Erosion Control Plan would provide the details of the erosion control measures to be applied on the site and maintained throughout the winter rainy season. Implementation of a SWPPP and an Erosion Control Plan, submitted by the applicant and reviewed and approved by the City, would reduce potential impacts to soil erosion or the loss of topsoil to a level below significance.

c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*
As identified in the geotechnical investigation prepared for the proposed project (Lowney Associates 2004), the project site is located on a geological unit that could be subject to landslides, liquefaction, subsidence, or collapse. As described in Section VIa. above, the risk of liquefaction would be low along most of the alignment, to moderate at some locations. The probability of significant lateral spreading would also be low to moderate. Implementation of Mitigation Measure GEO-1 would reduce potential impacts to a level below significance.

d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*
Expansive soils are common on the hillsides and valleys of the City of Fairfield and could occur along the proposed pipeline alignment. Damage from expansive soils would be minimized or eliminated by using site-specific engineering techniques as recommended in the 2004 Geotechnical Investigation. Implementation of Mitigation Measure GEO-1 would reduce potential impacts related to expansive soil to a level below significance.

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*
Septic tanks and alternative wastewater disposal systems would not be installed on the project site. Therefore, implementation of the proposed project would not result in impacts to soils associated with the use of such wastewater treatment systems.

Mitigation:

GEO-1: **Geotechnical Recommendations.** The project shall be constructed using the recommendations of the 2004 Geotechnical Investigation and the requirements of the Uniform Building Code to minimize any geophysical risks associated with construction of the proposed project. These recommendations are as follows:

- Construction areas shall be cleared of all deleterious materials and improvements to be removed including existing pavements, curbs, irrigation lines, debris, landscaping, and designated trees, shrubs, and associated roots.

- Excavations extending below the planned finished site grades shall be cleaned and backfilled with suitable material compacted as recommended in the 2004 Geotechnical Investigation.
- Abandoned utilities within the proposed pipeline shall be removed in their entirety. Utilities within the alignment shall only be considered for in-place abandonment provided they do not conflict with new improvements, that the ends and all laterals are located and completely grouted, and the previous fills associated with the utility do not pose a risk to the pipeline.
- If dewatering well points are used, ground water levels shall be maintained continuously at least 2 feet below the bottoms of excavations. Localized dewatering by placing sump pumps in excavations may also be used. Temporary dewatering methods, equipment, and operation shall be the responsibility of the contractor.
- The contractor shall be responsible for all trenches excavated at the site and design of any temporary excavation support and slopes. The contractor shall provide temporary excavation support, shoring, bracing, and benching in accordance with the strictest governing safety standard.
- Temporary shoring shall be designed for additional surcharges due to adjacent loads such as from construction vehicles and street traffic. To prevent excessive surcharging of the walls, heavy loads such as construction equipment and stockpiles of materials shall be kept at least 15 feet from the top of the excavations. If this is not possible, the shoring must be designed to resist the additional anticipated lateral loads. Shoring systems shall be designed with sufficient rigidity to prevent detrimental lateral displacements.
- Interior bracing shall be loaded to the design loads prior to excavation of the adjacent soil so that load induced strains in the retaining system will not result in the system moving toward the excavation. In addition, a relatively stiff shoring system shall be designed to limit deflections under loading.
- All voids behind the shoring system shall be filled to minimize potential problems as soon as feasible during installation of the shoring system.
- In conjunction with the shoring installation, a monitoring program shall be set up and carried out by the contractor to determine the effects of the construction on adjacent streets, sidewalks, utilities, parking areas, and other improvements.
- For open cut construction of the water main, the pipe subgrade and bedding shall be constructed in conformance with City of Fairfield Standard Specification Section 9 and modified Standard Detail 25. Pipe zone and fill above the pipe zone shall be placed and constructed in conformance with City of Fairfield Standard Specification Section 9 and modified Standard Detail 25.
- The contractor shall be responsible for the design and construction of the access pits. Copies of the access pit designs and calculations shall be provided to the City and the project structural engineer for review.

Sources:

- Review of project application

- Lowney Associates, 2004. *Geotechnical Investigation City of Fairfield Crosstown Water Transmission Main – Easterly Portion, Fairfield, California.*

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. HAZARDS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	■	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	■	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	■	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	■
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■
f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	■

Affected Environment:

Based on the Phase I Environmental Site Assessment (Lowney Associates 2003) prepared for the proposed project, two fuel leak incidents were reported near the planned water main alignment. Depending on the extent of the releases at these facilities, there is a potential that soil and/or groundwater

near these facilities has been impacted. As is typical to many commercial/industrial areas, numerous other facilities in the vicinity were also reported as hazardous materials users; however, spill incidents have not been reported at these sites. Several other facilities that likely used hazardous materials were observed in the vicinity of the project. Most of the facilities observed and reported in the agency database listings are associated with automotive repair and servicing. If unreported leaks or spills have occurred at these facilities, contamination could impact the project site, depending upon the effectiveness of cleanup efforts. Several other spill incidents were listed as "closed" or as having "no further action" status. Although residual concentrations could remain in soil or groundwater near these sites, high concentrations are not likely to be present.

A Phase II Soil and Groundwater Quality Evaluation (Lowney Associates 2004) was conducted to further evaluate areas of potential concern. Analysis of soil samples detected diesel and oil-range petroleum hydrocarbons at a location adjacent to the railroad tracks and near a former gasoline service station at 400 Union Avenue. Based on Solano County Department of Environmental Management records, the 400 Union Avenue property is a closed fuel leak case. The detected diesel range hydrocarbons could be the result of residual concentration from the former service station or related to the adjacent railroad tracks. Regardless of the source, the extent of impacted soil appears relatively limited.

During this investigation, groundwater grab samples were collected from seven borings. Low levels of diesel range hydrocarbons were detected in groundwater from several borings. Gasoline and oil range petroleum hydrocarbons, BTEX compounds, MTBE, and VOCs were typically not detected or found just slightly above laboratory detection limits.

Portions of the planned alignment would be in areas that are currently or likely were formerly used for agricultural purposes. During the course of agricultural use, pesticides, such as DDT, likely were applied to crops in the normal course of farming operations. Thus, residual pesticide concentrations could remain in soil. Pesticides are not typically highly mobile and are usually found only in the upper few feet of soil.

Discussion:

a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

During the planned construction work, excess soil would need to be disposed and dewatering activities would be performed resulting in the need to discharge extracted groundwater. Depending on the water quantity, disposal options may include discharge to the storm sewer system and off-site disposal at a treatment/recycling facility. Excess soil would be taken to a landfill or to another construction site for use as fill. Additional sampling would be required to obtain permission for soil disposal/reuse. Transportation of any hazardous materials generated by excavation would be covered under the Contaminated Materials Management Plan which will be approved by the RWQCB (Mitigation Measure HAZ-1). As such, any methods of transportation would need to be with licensed hazardous waste haulers, if any hazardous materials need to be transported off-site. Implementation of Mitigation Measure HAZ-1 would reduce potential impacts to a level below significance.

b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Construction of the proposed project would involve various types of construction equipment that may require supplies such as oil, fuel, and batteries. As discussed in Section IV. *Biological Resources*, all fueling and maintenance of vehicles and other equipment and staging areas would occur at least 20 meters from any streams or associated riparian habitat. If soil or groundwater contamination is encountered during project construction, the recommendations from the Phase II Environmental Site Assessment and mitigation measures would be implemented to address these areas. Proper procedures would be defined in the Health and Safety Plan, the Contaminated Materials Management Plan to abate hazards to workers, the public and the environment. Implementation of Mitigation Measures HAZ-1 through HAZ-3 below would reduce potential impacts to a level below significance.

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*
There are several schools in the vicinity of the proposed pipeline alignment. As described in Section VIIa and VIIb above, the proposed project could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste during construction of the project. However, implementation of Mitigation Measures HAZ-1 through HAZ-3 (described below) would reduce potential impacts to a level below significance.

d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*
The project site is not located on the list of hazardous materials sites prepared pursuant to Government Code Section 65962.5 and would not pose a significant health hazard to the public or the environment.

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*
The project site is not located within an airport land use plan or within two miles of a public airport or public use airport and would not result in a safety hazard for people residing or working in the project area.

f) *For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*
The project site is not located within the vicinity of a private airstrip and would not result in a safety hazard for people residing or working in the project area.

g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*
The proposed project would not result in interference with any adopted emergency response plans or evacuation plans. During construction, road access may be disrupted temporarily, but alternative routing would be provided for emergency access. With development of an emergency response plan, there would be a less than significant impact to an adopted emergency response plan or emergency evacuation plan.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The proposed project would result in less than significant risk of loss, injury, or death involving wildland fires.

Mitigation:

HAZ-1: **Contaminated Materials Management Plan.** A Contaminated Materials Management Plan (CMMP) shall be prepared and implemented for project construction activities in the event that petroleum hydrocarbon-containing soil and/or groundwater are encountered during construction activities. The CMMP shall include procedures and protocols for the proper management and disposal of contaminated materials encountered. The CMMP shall be submitted to the California Regional Water Quality Control Board for approval prior to commencement of the project. This plan shall include identification of closed UST sites which are identified as having residual petroleum hydrocarbon-containing soil within 500 feet of project excavation activities.

HAZ-2: **Health and Safety Plan.** A site-specific Health and Safety Plan shall be prepared by the selected contractor for the project that will present the methods to be used to protect workers and the public during the course of the project, including work performed in areas of contaminated soils and groundwater. This plan shall include identification of closed UST sites identified as having residual petroleum-hydrocarbon-containing soil within 500 feet of project excavation activities.

HAZ-3: **Training.** Construction crews that may encounter contaminated soils or groundwater shall be appropriately trained in accordance with state and federal health and safety regulations (Title 8 CCR Section 5192 and Title 29 CFR Section 1910.120).

Sources:

- Review of project application
- Lowney Associates, 2004. *Soil and Groundwater Quality Evaluation City of Fairfield Cross-Town Water Transmission Main, Fairfield, California.*
- Lowney Associates, 2003. *Environmental Site Assessment Cross-Town Water Transmission Main, Fairfield, California.*

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	■	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	■	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	■	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	■	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	■	☐
f) Otherwise substantially degrade water quality?	☐	☐	■	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	■
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	■
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?	☐	☐	☐	■
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	■

Affected Environment:

Intermittent and perennial streams drain south or east through the City of Fairfield into Suisun Marsh. Major named streams in the vicinity of the project site include: Laurel, Union Avenue, Pennsylvania Avenue, and Ledgewood Creeks. These creeks drain the watersheds north of Travis Air Force Base and Fairfield, discharging through minor sloughs into Suisun Slough. Ledgewood Creek also drains Suisun Valley into Suisun Marsh. Many modifications of the natural stream alignments have been constructed at the lower elevations leading to Suisun Marsh to increase flow capacity in channels and to reduce flooding hazards.

Fairfield streams have been used primarily for fish and wildlife habitat, recreation, groundwater recharge, and agricultural water supply. City water supplies are provided entirely from imported surface water. The San Francisco Bay Regional Water Quality Control Board (RWQCB) has designated beneficial uses for both Laurel and Ledgewood Creeks that include cold and warm water fish habitat, recreation, migration and spawning, freshwater replenishment, and wildlife habitat (San Francisco RWQCB 1995, as amended 2005). The U.S Environmental Protection Agency (EPA) has also listed Laurel and Ledgewood Creeks as "water quality limited" on the list of impaired water bodies because of elevated levels of diazanons in Section 303(d) of the federal CWA.

Beneficial uses and water quality objectives for surface and groundwater resources in the City of Fairfield are established in a Water Quality Control Plan (Basin Plan) by the San Francisco Bay RWQCB as mandated by the State Porter-Cologne Act and federal Clean Water Act (San Francisco RWQCB 1995, as amended 2005). The San Francisco Bay RWQCB is also responsible for administering and enforcing the National Pollutant Discharge Elimination System (NPDES) permit program to manage and monitor point and nonpoint source pollution. NPDES stormwater permits are required for projects that disturb more than 5 acres of land. Individual stormwater permits are required for urban areas with populations greater than 100,000 and self-implemented general NPDES permits are required for most industrial facilities and for construction sites exceeding 1 acre of land. The Fairfield-Suisun Sewer District (FSSD) administers the Urban Runoff Management Program that was developed for the Cities of Fairfield and Suisun City to comply with the urban NPDES permit requirements (Jones & Stokes 2001).

The general NPDES stormwater permits for general industrial and construction activities require an applicant to file a public notice of intent (NOI) with the applicable RWQCB to discharge stormwater and prepare and implement a storm water pollution and prevention plan (SWPPP). The SWPPP includes a site map, description of stormwater discharge activities, and best management practices that would be employed to prevent water pollution. The SWPPP for general construction activity permits must describe Best Management Practices (BMPs) that would be used to control soil erosion and discharges of other construction-related pollutants that could contaminate nearby water resources.

The Fairfield-Suisun Valley Aquifer is the principal aquifer that underlies the City of Fairfield. Groundwater is recharged by percolation from rainfall, irrigation water, streamflow, losses from distribution and drainage canals, and subsurface inflow from the west and north. Aquifer storage capacity is approximately 226,000 acre-feet, but less than half of the groundwater may be usable because of certain inorganic minerals such as boron. The aquifer is connected hydraulically to Suisun Marsh and groundwater generally flows south and east toward the marsh. The City does not use groundwater for its municipal water supply. The estimated use of groundwater by private wells through the Fairfield area and areas served by the Solano Irrigation District (SID) is relatively small, about 6,500 acre-feet. Groundwater quality is generally considered poor because of high salt content.

Discussion:

a) *Violate any water quality standards or waste discharge requirements?*

As described above, both Laurel and Ledgewood Creeks are impaired with diazinon from urban runoff/storm sewers. However, development of the proposed project would not result in a net increase in the amount of impervious surface area or an associated increase in the rate and volume

of stormwater runoff. Long-term operation of the water transmission line would not violate any water quality standards or waste discharge requirements.

To address potential erosion and water quality effects during construction, the proposed project shall incorporate Best Management Practices to control sedimentation and runoff. These measures would be consistent with the application for a stormwater permit from the RWQCB as mandated for projects in which one acre of more of disturbance would occur. City compliance with NPDES Permit is mandated by State and federal laws and new construction projects are required to comply with storm water general permits. If dewatering is necessary in areas where groundwater is encountered within the planned depth of excavation, depending on surface and groundwater levels at the time of construction, a permit for discharge of the extracted groundwater would be obtained from the RWQCB. This discharge shall be consistent with RWQCB requirements and as such would not result in a violation of water quality standards or waste discharge requirements. Implementation of Mitigation Measures HYDRO-1 through HYDRO-3 would ensure compliance with all regulatory requirements and would reduce potential impacts to less than significant levels.

b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*
Implementation of the proposed project would not significantly affect groundwater supplies, groundwater recharge, a net deficit in aquifer volume, or a lowering of the local groundwater level. Groundwater may be encountered during installation of the water transmission pipeline. However, no groundwater would be extracted per se. Dewatering, if necessary, would be conducted in compliance with the permit conditions of the Regional Water Quality Control Board. Implementation of Mitigation Measure HYDRO-3 would reduce potential impacts to a level below significance.

c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*
There would be no significant change in either drainage patterns or on-site or off-site effects from erosion and siltation. After installation of the water line, soils would be compacted and recovered to be consistent with current topography. Water would continue to flow in Laurel, Ledgewood, Pennsylvania Avenue and Union Avenue Creeks. During construction, Best Management Practices would be implemented, consistent with the stormwater permit issued by the RWQCB, so that on-site and off-site erosion and sedimentation would be controlled to the extent practicable. Implementation of Mitigation Measures HYDRO-1 through HYDRO-3 would reduce potential impacts related to erosion and siltation to a level below significance.

d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
The proposed project would entail construction of an underground water transmission pipeline to transport water from the North Bay Regional Water Treatment Plant to Cordelia. Development of the proposed project would not significantly alter existing drainage patterns, including alteration of

the course of a stream or river or a substantial increase in the rate/amount of surface runoff that could lead to on-site or off-site flooding. See responses to items VIII.a. and c. above.

e) *Create or contribute runoff water which would exceed the capacity of existing or planned storm-water drainage systems or provide substantial additional sources of polluted runoff?*
The proposed project would entail construction of an underground water transmission pipeline to transport water from the North Bay Regional Water Treatment Plant to Cordelia. As described in VIII.a., the project would not result in substantial increase in impermeable surfaces that could lead to a significant amount of runoff. It would not affect drainage capacity nor would it lead to a substantial addition of sources of polluted runoff.

f) *Otherwise substantially degrade water quality?*
Implementation of the proposed project would not lead to a significant degradation of water quality. Please see the response to item VIII.a. above.

g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*
The proposed project would not include construction of housing within a 100-year flood hazard area.

h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*
The proposed project would entail construction of an underground potable water transmission line to connect existing water mains at the Hale Ranch Road/Cordelia Road and Cement Hill Road/Clay Bank Road intersection. The proposed project would not place within a 100-year flood hazard area structures which would impede or redirect flows.

i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*
The project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

j) *Inundation by seiche, tsunami, or mudflow?*
The potential for the project site to be inundated by seiche, tsunami, or mudflow is less than significant.

Mitigation:

HYDRO-1: **Notice of Intent.** The project applicant shall file a Notice of Intent (NOI) with the RWQCB to be covered under the Statewide General Permit for Discharges of Stormwater Runoff Associated with Construction Activity and proposed control measures that are consistent with the State General Permit.

HYDRO-2: **Stormwater Pollution Prevention Plan.** A Stormwater Pollution Prevention Plan (SWPPP) shall be developed and implemented in consultation with the City of Fairfield, FSSD, RWQCB, and other regulatory agencies. It shall include BMPs to reduce potential impacts to surface water quality through the construction and life of the project. The SWPP shall adhere to the following requirements:

- The SWPPP shall include measures to avoid creating contaminants, minimize the release of contaminants, and water quality control measures to minimize contaminants from entering surface water or percolating into the ground.
- The water quality control measures shall address both construction and operations periods.
- Fluvial erosion and water pollution related to construction shall be controlled by a construction water pollution control program that shall be filed with the appropriate agency and kept current throughout any site development phase.
- The water pollution prevention program shall include BMPs, as appropriate, given the specific circumstances of the site and project.
- The SWPPP shall be submitted for review and approval to the RWQCB.
- A spill prevention and countermeasure plan shall be incorporated into the SWPPP.

HYDRO-3: **Dewatering.** If dewatering is necessary in areas where groundwater is encountered within the planned depth of excavation, a permit for discharge of the extracted groundwater shall be obtained from the RWQCB prior to construction in areas where dewatering is required. Permit conditions shall ensure that project discharge shall be consistent with RWQCB requirements and as such shall not result in violation of water quality standards or waste discharge requirements.

Sources:

- Review of project application
- Jones & Stokes, 2001. *Draft Program Environmental Impact Report for the Comprehensive Amendment to the City of Fairfield General Plan.*
- City of Fairfield, 2001. *City of Fairfield General Plan.*
- California State Water Resources Control Board, 2003. Ambient Monitoring Impaired Water Body List and Total Maximum Daily Loads – Section 303(d) List. http://www.waterboards.ca.gov/sanfranciscobay/TMDL/303dlist/2002reg2303dlist.pdf
- California State Water Resources Control Board, 1995 (as amended 2004). *Water Quality Control Plan (Basin Plan) for the San Francisco Bay Basin.* http://www.swrcb.ca.gov/rwqcb2/basinplan.htm

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	■
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	■	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	■

Affected Environment:

As outlined in the project description, the project would utilize existing City of Fairfield right-of-way, where available, and as required, City of Suisun City and Solano County right-of-way. These rights-of-way are classified as Major Arterial, Minor Arterial, and Collector in the City of Fairfield General Plan (2004). Other City of Fairfield General Plan designations along the pipeline route include Medium Residential (8.0-15.0 dwelling units/acre) and High Residential (15.0-22.0 dwelling units/acre). A portion of the pipeline alignment lies within the City of Suisun City. General Plan designations for this portion of the pipeline alignment include Planned Urban Development (PUD) Commercial, Commercial Service, General Commercial, and Residential Medium Density. As outlined in the project description, surrounding land uses include vacant land, residential and commercial development,

Discussion:

a) Physically divide an established community?

The project site is largely within City of Fairfield and City of Suisun right-of-way. The project would entail construction of a water transmission pipeline to transport water from the North Bay Regional Water Treatment Plan to Cordelia. The proposed project would not physically divide an established community.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The proposed project would be consistent with the land uses and policies set forth in the City of Fairfield General Plan (2004) and City of Suisun City General Plan (1992). Implementation of the proposed project would provide water transport to the Cordelia.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

The proposed project would not conflict with the provisions of an adopted or other approved local, regional, or state habitat conservation plan. In addition, it would not conflict with the conservation strategies currently being developed as part of the county-wide *Solano Project Habitat Conservation Plan /Natural Community Conservation Plan.*

Mitigation:
None required.

Sources:
- Review of project application
- City of Fairfield, 2004. *City of Fairfield General Plan*
- City of Suisun City, 1992. *City of Suisun City General Plan*

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☐	■
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	■

Affected Environment:
No known mineral resources are present at the project site.

Discussion:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?
Implementation of the proposed project would not result in the loss of availability of a known mineral resource.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?
Implementation of the proposed project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Mitigation:
None Required.

Sources:
- Review of project application
- City of Fairfield, 2004. *City of Fairfield General Plan*

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	■	☐	☐
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	■	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	■	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	■	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	■	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■

Affected Environment:

The project site is located in the City of Fairfield, Solano County. The proposed east-west water transmission line would connect existing water mains at the Hale Ranch Road/Cordelia Road and Cement Hill Road/Clay Bank Road intersections. Ambient noise levels would be characteristic of an urban setting. The primary sources of noise in the project area are traffic, trains, aircraft, and fixed sources (*i.e.,* Existing traffic noise levels range from 50 to 70 dB Ldn. The primary source of train noise is the Union Pacific Railroad (UPRR) line, which is oriented northeast-southwest along a segment of the waterline alignment. According to the City of Fairfield General Plan (2004), it is assumed that there are approximately 50 operations per day along this line resulting in a noise level of 80 dB Ldn at 100 feet from the rail centerline. The primary source of aircraft noise is from the nearby Travis Air Force Base.

Long term use of the project is for a utility that will be located beneath the ground. This land use would not generate high ambient noise levels. No substantial long-term increase in ambient noise levels is expected as a result of project implementation. Construction of the proposed project would require excavation and earthwork activities. Although these activities could result in infrequent periods of high noise, this noise would not be sustained and would occur only during the temporary construction period.

No pile driving or other construction activity that would generate very high noise levels or ground borne vibration would occur within the project site.

Discussion:

a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

The two main considerations relevant to increases in existing noise levels are short-term construction noise and operational use. Construction of the proposed project would add short-term and intermittent noise from use of equipment and vehicles. Within 50 feet from the noisiest source, noise levels from construction activities could average about 81 to 90 dBA (jack hammers, pneumatic tools). Construction period noise is not expected to be significant, given that construction noise would be short-term and intermittent. Noise measures, including muffling of construction equipment and maximization of setbacks from occupied buildings would be implemented to reduce noise impacts to the extent practicable during construction. Implementation of Mitigation Measures NOISE-1 through NOISE-5 would reduce potential impacts to a level below significance.

Operation of the water transmission line would not result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance since no additional vehicular traffic or other operational noise would be generated. No significant long-term noise impacts would occur after construction is completed.

b) *Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?*

Development of the proposed project would not result in excessive ground borne vibration or noise levels. There may be relatively minor vibrations from the use of trucks or other equipment during construction activities such as excavation, jack and bore, etc. However, this ground borne condition from such equipment would be relatively minor, intermittent, short-term, and restricted to daytime hours.

c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

The long-term use of the project is for a utility that will be located beneath the ground. This land use would not generate high ambient noise levels. No substantial long-term increase in ambient noise levels is expected as a result of project implementation.

d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Temporary intermittent noise from short-term construction activities associated with the development of the project would occur. The level would be elevated compared to existing ambient noise. However, it would be a short-term source and therefore would not be considered significant. No substantial increase in existing ambient noise levels would result from long-term operation of the project. Implementation of Mitigation Measures NOISE-1 through NOISE-5 would reduce potential construction-related noise impacts to a level below significance.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The project site is not located within an airport land use plan area or within two miles of a public airport or public use airport. During construction, there could be some additional noise exposure to workers along the water line. However, any noise would be intermittent and not significant. There would be no impacts during post-construction operation of the water line.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Implementation of the proposed project would not expose people residing or working in the project area to excessive noise levels. See response to item XI.e. above.

Mitigation:

NOISE-1: **Construction Hours.** During construction, the City shall require that the contractor shall ensure that all construction is performed in accordance with applicable City noise standards and guidelines. No noise-generating construction activity shall be conducted between 10 p.m. and 7 a.m.

NOISE-2: **Sound Control Devices for Construction Equipment.** During construction, the City shall require the contractor to ensure that all equipment is maintained in proper working order, including proper muffling.

NOISE-3: **Location of Portable Equipment.** During construction, the contractor shall locate portable equipment as far as possible from adjacent residences.

NOISE-4: **Storage and Maintenance of Equipment.** During construction, the contractor shall store and maintain equipment as far as possible from adjacent residences.

NOISE-5: **Noise-Reducing Measures for Construction.** If construction-related noise exceeds City standards for non-transportation sources, the City shall require the contractor to implement additional appropriate noise-reducing measures, including but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around construction noise sources.

Sources:

- Review of project application
- City of Fairfield, 2004. *City of Fairfield General Plan*
- Jones & Stokes, 2001. *Draft Program Environmental Impact Report for the Comprehensive Amendment to the City of Fairfield General Plan.*

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	■
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

Affected Environment:

The City of Fairfield proposes to construct the East-West Water Transmission Pipeline project, a 36-inch potable water transmission line to connect existing water mains at the Hale Ranch Road/Cordelia Road and Cement Hill Road/Clay Bank Road intersections. The project would utilize existing City of Fairfield right-of-way, where available, and as required, City of Suisun City right-of-way. The proposed route would require permanent and temporary construction easement acquisition on approximately a dozen properties.

Discussion:

a) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The proposed project would not induce substantial growth in the area either directly or indirectly. The proposed project would result in the upgrade of the existing water distribution system. The proposed project would provide a redundant system to the existing waterline in order to maintain a consistent supply of water for existing uses. The proposed project would not provide additional water supply in order to open up new areas of land for development.

b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

The proposed project would not displace any existing housing units or people and would not necessitate the construction of replacement housing elsewhere.

c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

The proposed project would not displace substantial numbers of people and would not necessitate the construction of replacement housing elsewhere.

Mitigation:

None required.

Sources:

- Review of project application

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES.				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	■
Police protection?	☐	☐	☐	■
Schools?	☐	☐	☐	■
Parks?	☐	☐	☐	■
Other public facilities?	☐	☐	☐	■

Affected Environment:

The proposed project would be located on a site that is already served by public service systems. The level of public services required for the site would be similar to the level currently demanded.

Discussion:

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection, police protection, schools, parks, other public facilities?*

Fire Protection: The project site is currently served by the Fairfield Fire Department and the Suisun City Fire Department. The proposed project would not generate a significant need for additional fire protection services. During construction, there would be a possibility that emergency medical services, typically provided through fire service, may be needed in the event of a construction accident. However, this situation would not pose a significant impact upon existing services.

Police Protection: The project site is currently served by the Fairfield Police Department and the Suisun City Police Department. Implementation of the proposed project would not have a significant impact upon police protection services. The installation of the waterline would be located within and adjacent to several public roadways, where traffic would need to be controlled. In addition, trucks and equipment associated with construction would increase local traffic. There is a possibility for a greater number of accidents that may require police services. However, this potential impact would not be significant since the construction period would be phased and traffic would be intermittent. The relatively small increase in the number of trips would not significantly affect police services.

Schools, Parks, and Other Public Services: The proposed project would not create a demand for additional school facilities, would not have adverse impacts on existing park facilities, and would not generate a demand for additional recreational facilities. There would be no impacts from the project on any other known public facilities or services.

Mitigation:
None required

Sources:
- Review of project application
- City of Fairfield, 2004. *City of Fairfield General Plan.*

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	■	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	■	☐

Affected Environment:
The project is located largely within City of Fairfield and City of Suisun City right-of-way within existing roads/streets. Part of the proposed route is adjacent to a proposed new sports complex. However, the proposed project would have no effect on the proposed complex nor would it create a need for additional recreation facilities.

Discussion:

a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*
Development of the proposed project would have no adverse effect on existing park facilities and would not generate a demand for additional recreational facilities.

b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*
The proposed project does not include construction or expansion of recreational facilities as there would be no need for additional recreational facilities.

Mitigation:
None required.

Sources:
- Review of project application
- City of Fairfield, 2004. *City of Fairfield General Plan*

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	■	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency on designated roads or highways?	☐	■	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	■
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	■	☐	☐
e) Result in inadequate emergency access?	☐	■	☐	☐
f) Result in inadequate parking capacity?	☐	■	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Conflict with adopted polices, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	■	☐	☐

Affected Environment:

As outlined in the project description, the proposed project would entail construction of a 36-inch potable water transmission line to connect existing water mains at the Hale Ranch Road/Cordelia Road and Cement Hill Road/Clay Bank Road intersections. The project would utilize existing City of Fairfield right-of-way, where available, and as required, City of Suisun City and Solano County right-of-way. Regional and local streets that would be affected by the proposed project include: Cordelia Road, Pennsylvania Avenue, Illinois Avenue, Great Jones Street, Broadway Street, Union Avenue, Main Street, Railroad Avenue, Humphrey Drive, Clay Bank Road, and Cement Hill Road. The project would also require four major roadway crossings (Highway 12, Sunset Avenue, East Tabor Avenue, and Air Base Parkway), and five railroad crossings. These crossings will each require bore and jack installation of the water line. During construction activities, lane closures, detours and delays would occur.

Discussion:

a) *Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?*

The proposed project consists of installation of a waterline to transport water from the North Bay Regional Water Plant (NBR) to Cordelia. Operation of the proposed pipeline would have negligible impacts on the area's transportation system as only inspection and maintenance activities would generate vehicular traffic. However, during construction activities, lane closures, detours and delays would occur.

Lane Closures/Detours. Typical pipeline construction areas that occur in or next to roadways are approximately 50 feet in width. This area would accommodate proposed activities including: digging a trench, installing the pipe, backfilling, compacting the fill material, and reconstructing/paving the surface area. At the locations where the pipeline would run parallel to and/or longitudinally within a public road right-of-way, portions of the roadway that would normally be used for traffic circulation and/or parking would be temporarily unavailable. Detouring around each construction zone would be necessary. Construction activities within roadways would temporarily displace the equivalent of at least two lanes along each roadway that would be encroached by the proposed route. This displacement would block two travel lanes, one travel lane and the adjacent shoulder/parking area, or just the shoulder/parking area depending upon the pipeline's lateral placement within the road right-of-way. It is estimated that lane blockages would last for durations varying between a few days to two to three weeks at any given location. The pipeline would traverse a number of streets with varying degrees of daily through traffic volumes. Many arterial and collector roadways, as well as rural and local roadways may potentially be blocked for a period of at least 48 hours. Implementation of Mitigation Measure CIRC-1 through CIRC-2 would reduce potential impacts to roadway blockage to a level below significance.

Access Impacts. Construction could temporarily block access to and for adjacent businesses, residences, and or other property. Implementation of Mitigation Measures CIRC-3 and CIRC-4 would reduce potential impacts to a level below significance.

Construction Traffic Volumes. Construction activities would generate additional traffic on the roadways in the project area as construction workers, equipment delivery trucks, and excavation trucks travel to and from the pipeline construction zones. Automobile traffic generated by construction workers would be at two specific times during the day, arriving at the staging areas and construction sites in the morning and leaving in the afternoon (for a daytime shift). Truck trips would be distributed throughout the day. As compared to the existing traffic volumes on the arterial streets serving the project area, the temporary increase in traffic generated by construction of the pipeline would be minimal. Implementation of Mitigation Measure CIRC-5 would further minimize potential impacts.

b) *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency on designated roads or highways?*
As described above, operation of the proposed pipeline would have negligible impacts on the area's transportation system as only inspection and maintenance activities would generate vehicular traffic. However, construction activities could exceed a level of service standard on designated roads or highways. Implementation of Mitigation Measures CIRC-1 through CIRC-5 would reduce potential impacts to a level below significance.

c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*
The proposed project is an infrastructure project and would not result in any changes in air traffic patterns or levels of air traffic.

d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*
The proposed project consists of installation of a waterline to transport water from the North Bay Regional Water Plant (NBR) to Cordelia. There are not incompatible uses or hazardous design features associated with operation of the project. However, during construction activities, a short-term increase in the potential for accidents involving motor vehicles, bicycles, and/or pedestrians could occur. Because of the temporary disruption to traffic flow, the removal of lanes, the presence of construction equipment in the public right-of-way, and the localized increase in traffic congestion, drivers would be presented with unexpected driving conditions and obstacles. This could potentially result in an increased occurrence of automobile accidents. Implementation of Mitigation Measure CIRC-1 would reduce potential impacts to a level below significance.

e) *Result in inadequate emergency access?*
The proposed project consists of installation of a waterline to transport water from the North Bay Regional Water Plant (NBR) to Cordelia. Once completed, the project would not result in inadequate emergency access. However, construction activities could interfere with emergency response traffic (ambulance, fire, paramedic, and police vehicles). The loss of lanes and the resulting increase in congestion could lengthen the response time required for emergency vehicles

passing through the construction zone. Moreover, there is a possibility that emergency services may be needed at a location where access is temporarily blocked by the construction zone. Implementation of Mitigation Measures CIRC-6 would reduce potential emergency response impacts to a level below significance.

f) Result in inadequate parking capacity?

The proposed project would not generate demand for parking or change the parking capacity of the surrounding area. As described in Section a. above, construction activities could affect or reduce parking capacity in the area as a result of roadway/shoulder closures. However, these effects would be temporary and are considered less than significant. Implementation of Mitigation Measures CIRC-1 through CIRC-5 would reduce potential impacts to a level below significance.

g) Conflict with adopted polices, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

The project would not conflict with adopted policies or programs supporting alternative transportation. However, construction could temporarily affect pedestrian/bicycle routes that cross the alignment as well as those that are parallel to the alignment (*i.e.,* sidewalks, shoulders, unpaved paths, and bike trails). Implementation of Mitigation Measure CIRC-7 would reduce potential impacts to pedestrian/bicycle routes to a level below significance.

Mitigation:

CIRC-1: **Traffic Control Plans.** The contractor shall develop and implement Traffic Control Plans (TCPs) prepared by a registered Traffic Engineer for the entire pipeline route at all locations where construction activities would affect the existing transportation system. Input and approval of TCPs shall be obtained from each responsible public agency. Temporary speed limit restrictions shall be considered within the construction zone. The TCP shall define the use of flaggers, warning signs, lights, barricades, cones, etc. according to standard guidelines required by the City. Further, the contractor shall maintain the work site, including traffic control, in a safe condition at all times, even outside of normal work hours.

CIRC-2: **Construction Equipment Safety.** When working in or near existing roadways, the City shall ensure that the contractor maintains all equipment within work areas designated by the traffic control devices. The City shall ensure that the contractor properly loads equipment onto appropriate work trucks and trailers for transport to other work sites. The contractor shall not be allowed to use active roadways to relocate construction equipment that is not licensed for use on public roads.

CIRC-3: **Minimize Access Concerns.** Prior to finalizing construction plans, the City shall identify all land uses along the right-of-way with access concerns. The City shall develop construction scheduling to minimize impacts to businesses, institutions, or residential areas, scheduling construction to avoid the hours or days of the week during which land uses receive the most activity, and avoiding peak traffic times adjacent to residential areas. In addition, the City shall ensure that at least one access driveway is left unblocked during all business hours or hours of use. Notices shall be posted along the construction right-of-way or schedules shall be provided to the landowners or tenants at least 30 days prior to construction. If access

problems can be avoided by scheduling night construction in non-residential areas, this option should be considered.

CIRC-4: **Notification of Roadway Construction.** Notices shall be posted along the construction right-of-way that explain the specific location and duration of the pipeline and construction activities within each roadway at least 30 days in advance of construction. The City shall identify any potential obstructions to property access, and shall make alternative access provisions for each landowner if necessary.

CIRC-5: **Coordination on Staging Areas.** The contractor shall submit the location of proposed staging areas to appropriate local jurisdictions for review and approval. The contractor shall state the size of the area, the purpose (*e.g.,* storage of equipment and employee parking), the number of vehicles and pieces of equipment to be stored, and the duration (in number of days and number of hours per day) that each staging area shall be used.

CIRC-6: **Emergency Service Providers.** The contractor shall coordinate at least 30 days in advance of construction with any emergency service providers to avoid restricting movements of emergency vehicles. Police departments, fire departments, ambulance services, and paramedic services shall be notified in advance of the proposed locations, nature, timing, and duration of any construction activities and advised of any access restrictions that could impact their effectiveness. At locations where access to nearby property is blocked, provisions shall be ready at all times to accommodate emergency vehicles, such as plating over excavations, short detours, and alternate routes in conjunctions with local agencies. The Traffic Control Plans (Mitigation Measure CIRC-1) shall include details regarding emergency service provider coordination and procedures, and copies of the plans shall be provided to all relevant service providers.

CIRC-7: **Pedestrian/Bicycle Access.** The City shall provide alternative pedestrian/bicycle access routes to avoid obstruction to pedestrian/bicycle circulation. Where existing pedestrian circulation routes or bike trails would be obstructed by pipeline construction, alternative access routes shall be developed and signed/marked appropriately, in conjunction with local agencies.

Sources:

- Review of project application
- Aspen Environmental Group, 2003. *Draft Environmental Impact Report Concord to Sacramento Petroleum Products Pipeline Project.* Prepared for the State Lands Commission, June.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	■	☐	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	■	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	■	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	■	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	■	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	■	☐
g) Comply with federal, State, and local statutes and regulations related to solid waste?	☐	☐	■	☐

Affected Environment:

The pipeline corridor would traverse several jurisdictions including the City of Fairfield, City of Suisun City and Solano County. A variety of local and regional purveyors in this area provide and maintain utility and service system facilities associated with electricity, water, stormwater, wastewater, solid waste, communications and natural gas. Public utilities such as these run parallel to, or cross, most of the proposed pipeline route in the form of water mains, sewer pipes, storm drains, power lines, gas mains, telephone lines, and petroleum product pipelines. The proposed project would require potable or reclaimed water for dust suppression and hydrostatic testing. Fairfield-Suisun Sewer District lines provide sewer services along the pipeline route. The Cities of Fairfield and Suisun City and the Fairfield-Suisun Sewer District share responsibilities for construction and maintenance of stormwater facilities. The City of Fairfield provides waste management services through the Potrero Landfill and permitted treatment and disposal facilities.

Service disruptions could occur during construction, repair, or operational maintenance when either a known utility must be disconnected to allow installation or repair of the proposed pipeline and then reconnected, or when construction activities accidentally damage a nearby utility or service system.

Discussion:

a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*
As described in Section VIII. above, implementation of the proposed project would not lead to an exceedance of wastewater treatment requirements of the applicable Regional Water Quality Control Board. If dewatering is necessary in areas where groundwater is encountered within the planned depth of excavation, depending on surface and groundwater levels at the time of construction, a permit for discharge of the extracted groundwater would be obtained from the RWQCB. This discharge shall be consistent with RWQCB requirements and as such would not result in a violation of water quality standards or waste discharge requirements. Implementation of Mitigation Measure HYDRO-3 would reduce potential impacts to a level below significance.

b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*
The proposed project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.

c) *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*
The proposed project would not affect the amount of on-site runoff that would lead to the expansion of existing stormwater facilities. No additional drainage facilities would be required.

d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*
The proposed project would require potable or reclaimed water for dust suppression and hydrostatic testing during project construction. However, the amount of water required would be relatively small and would only be needed during the construction period. Therefore, there would be no significant impact on water supplies as a result of the proposed project.

e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*
The proposed project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities.

f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*
Project construction would generate wastes including construction materials, trench spoils, and general refuse, and these wastes would need to be disposed of in local or regional facilities. Waste generated from construction would include: non-hazardous metal waste (short line pipe sections and metal scrap), non-hazardous non-metal waste (boxes and crates, daily refuse from construction workers), trenching spoils (rubble, soils, broken asphalt), and hazardous wastes (contaminated

spoils). Non-hazardous metal and non-metal waste would be hauled to local disposal centers for recycling or taken to landfills. Hazardous waste would be sent to a permitted treatment or disposal facility. Trenching and excavation spoils would be screened and separated for use as backfill materials at the site of origin to the maximum extent possible. Spoils unsuitable for backfill use would be disposed of in available landfills. The disposal demand is reasonable relative to the solid waste disposal capacities of area landfills. The project would not generate additional waste once completed. Impacts related to solid waste disposal would be considered less than significant.

g) *Comply with federal, State, and local statutes and regulations related to solid waste?*
The proposed project would comply with federal, State, and local statutes and regulations related to solid waste.

Mitigation:
None required.

Sources:
- Review of project application

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	■	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	■	☐
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	■

a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?*

As described in Section IV, the proposed project could adversely affect special-status plants and animals. However, implementation of Mitigation Measures BIO-1 through BIO-6 would ensure that impacts to these species are reduced to less-than-significant levels. As described in Section V, there are no identified cultural resources within the site and it is unlikely that resources would be uncovered during the construction period. However, implementation of Mitigation Measures CULT-1 through CULT-3 would ensure that impacts to cultural resources are reduced to less-than-significant levels. Implementation of the proposed project would not: 1) degrade the quality of the environment; 2) substantially reduce the habitat of a fish or wildlife species; 3) cause a fish or wildlife population to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory.

b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*

The impacts of the proposed project are individually limited and not cumulatively considerable. The proposed project would provide a redundant system to the existing waterline in order to maintain a consistent supply of water for existing uses. The proposed project would not provide additional water supply in order to open up new areas of land for development. All environmental impacts that could occur as a result of the proposed project would be reduced to a less-than-significant level through implementation of the mitigation measures recommended in this Initial Study.

c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

The proposed project would result in no environmental effects that would cause substantial direct or indirect adverse effects on human beings.

APPENDIX A

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation and Monitoring Reporting Program (MMRP) has been formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the East-West Water Transmission Pipeline project (proposed project). The MMRP lists mitigation measures recommended in the IS/MND for the proposed project and identifies mitigation monitoring requirements. This MMRP has been prepared to comply with the requirements of State law (Public Resources Code Section 21081.6). State law requires the adoption of an MMRP when mitigation measures are required to avoid significant impacts. The MMRP is intended to ensure compliance during implementation of the project. Responsibility for ensuring successful implementation of the MMRP lies with the City of Fairfield, representing the Lead Agency for the project under CEQA.

Environmental monitoring will be required throughout all phases of the proposed project. Prior to, and during construction, mitigation monitoring shall minimize potential impacts to environmental resources. Monitoring is also necessary to ensure and verify implementation of the mitigation measures prescribed in the IS/MND. Compliance with mitigation measures can be documented in the project file through written reports, accompanied by project photos where necessary. Post construction monitoring of revegetation and other project components can be documented by yearly reports, on a schedule typically determined by one or more of the project permits. Depending on the complexity of the post construction mitigation effort, tasks will be carried out by City staff or technical experts under contract to the City. Post construction monitoring is typically conducted for three to five years, depending on permit requirements and success criteria.

The MMRP is organized in a matrix. The first column identifies the mitigation measure. Included with each mitigation measure is a short summary of the specific action needed to fulfill the mitigation measure as well as the milestone date and the agency/agencies responsible for mitigation monitoring.

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
III. AIR QUALITY			
AIR-1: **Feasible Control Measures for Construction Emissions of PM_{10}.** Consistent with guidance from the BAAQMD, the following measures shall be required of construction contracts and specifications for the project: Basic Control Measures (for all construction sites) • Water all active construction areas at least twice daily and more often during windy periods; active areas adjacent to existing land uses shall be kept damp at all times, or shall be treated with non-toxic stabilizers or dust palliatives. • Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard. • Pave, apply water three times daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging area at construction sites. • Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites; water sweepers shall vacuum up excess water to avoid runoff-related impacts to water quality. • Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets. Enhanced Control Measures (construction sites greater than 4 acres in area)	Employ Feasible Control Measures for Construction Emissions of PM_{10}	During construction activities	City of Fairfield

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
• All basic control measures listed above. • Hydroseed or apply non-toxic soil stabilizers to inactive construction areas. • Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (*i.e.*, dirt, sand). • Limit traffic speeds on unpaved roads to 15 mph. • Install sandbags or other erosion control measures to prevent silt runoff to public roadways. • Replant vegetation in disturbed areas as quickly as possible. <u>Optional Control Measures (for large construction sites or those located near sensitive receptors)</u> • Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site. • Install wind breaks, or plant trees/vegetative wind breaks at windward side(s) of construction areas. • Suspend excavation and grading activity when winds exceed 25 mph. • Limit the area subject to excavation, grading, and other construction activity at any one time.			
IV. BIOLOGICAL RESOURCES			
BIO-1: **<u>Erosion and Sediment Control.</u>** In the project areas adjacent to wetlands and roadside ditches, site specific erosion and sediment control measures shall be developed and implemented, along with standard	Implement erosion and sediment control measures to prevent impacts to wetlands.	Prior to and during construction activities	City of Fairfield

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
protection measures such as installation of construction fencing to protect nearby biological resources. Such measures shall include: • Work activity in streams and stream vicinities shall take place during the dry season between June 15 and October 15 (unless specifically authorized in writing by CDFG and NMFS). • All fueling and maintenance of vehicles and other equipment, and staging areas shall be at sites located at least 20 meters (65 feet) from any riparian habitat and the stream bed. The contractor shall prepare plans for a prompt and effective response to any accidental spills. • All construction workers would receive instruction regarding the importance of preventing spills and measures to be employed if spills occur. • Hay bales, silt fences, organic mesh, or other appropriate erosion control measures shall be implemented to be used to prevent erosion and sedimentation into riparian/stream areas adjacent to grading/surface disturbance. Sufficient erosion control material shall be present on the site at all times in order to implement erosion control measures if rain is predicted within 24 hours. Erosion control measures shall be in place by October 15 and properly maintained throughout the construction period. • Natural areas disturbed by the project outside of the existing roadway, shall be revegetated with an			

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
assemblage of native vegetation and restored to preconstruction conditions, as appropriate.			
BIO-2: **Construction Limits.** The width of the construction corridor shall be minimized to the maximum extent possible. Construction activities shall occur within the existing roadway and developed areas, as feasible. All off-site work areas would be located entirely within paved or gravel areas or on vacant lots that do not contain sensitive habitats or suitable conditions for special-status species.	Minimize the width of the construction corridor, as feasible.	Prior to and during construction activities	City of Fairfield
In areas where the alignment is adjacent to sensitive habitats and /or special-status species, fencing shall be installed prior to any clearing, staging, or construction activities in order to protect nearby biological resources. Construction fencing shall be placed such that an exclusion zone is established and all equipment and personnel shall be prohibited from encroaching into the sensitive area. Fencing shall be properly maintained, and shall remain in place for the duration of the construction work in the designated areas.	Install fencing in areas adjacent to sensitive habitat to protect nearby biological resources.	Prior to and during construction activities	City of Fairfield
BIO-3: **Burrowing Owls.** Pre-construction surveys for burrowing owls shall be conducted no more than 21 days prior to the start of project construction. All surveys shall be conducted in accordance with current CDFG burrowing owl survey protocols and if determined to be necessary, approved mitigation measures, such as seasonal construction restrictions and/or passive relocation, shall be developed and implemented in consultation with CDFG.	Conduct pre-construction surveys for burrowing owls. If necessary, implement approved mitigation measures	Prior to and during construction activities	City of Fairfield and Biological Monitor

Mitigation Measures		Specific Action	Mitigation Milestone	Responsible Monitoring Party
BIO-4:	**Nesting Loggerhead Shrike and Raptors.** In areas of tall, dense shrubs or trees, pre-construction surveys shall be conducted within 21 days of ground-breaking/start of construction. From late March through July, there may be some seasonal constraints to construction activity in discrete areas if nesting shrikes or raptors are found to be nesting in close proximity to the alignment. CDFG shall be notified and if active nests are present, protective measures including exclusion buffers and routine monitoring shall remain in effect until the nesting cycle has been completed. If removal of nest trees/shrubs is necessary, such activity shall take place after the nesting cycle is completed (September – October).	Conduct pre-construction surveys for raptor nests. If occupied nests are found, establish protection zones around the nests until the young have fledged and are independent of the nest.	Prior to and during construction activities	City of Fairfield and Biological Monitor
BIO-5:	**Wetlands.** A formal wetland delineation shall be completed by a qualified wetland biologist to identify the distribution and extent of jurisdictional features, as defined by Section 404 of the Clean Water Act, along the pipeline alignment. This delineation shall be submitted to the U.S. Army Corps of Engineers for verification.	Conduct a formal wetland delineation along the project alignment.	Prior to construction activities	City of Fairfield
	Existing wetlands along the pipeline alignment shall be avoided to the maximum extent feasible. However, temporary but unavoidable impacts to wetlands along the project corridor may occur, and thus, shall require authorization from the U.S. Army Corps of Engineers and Regional Water Quality Control Board prior to the start of the project. It is anticipated that agency approval can be obtained via a Nationwide Permit 12. All conditions of such permit shall apply. The area of	Avoid wetlands along the alignment to the extent feasible. Obtain agency approval prior to beginning construction.	Prior to construction activities	City of Fairfield

	Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
	fill shall be kept to the minimum necessary, and the project area shall be restored to preconstruction contours. No additional mitigation should be required unless specified by the regulatory agencies. All work shall take place away from the top of bank and outside the riparian zone, if present. Appropriate erosion control measures shall be developed and implemented.	Develop site-specific setbacks for construction activities near creeks. Develop and implement erosion control measures.	Prior to and during construction activities	City of Fairfield
BIO-6:	**Trees.** Direct and indirect impacts to "public trees" shall be avoided to the extent practicable. In accordance with the City of Fairfield Tree Conservation Ordinance, a re-planting plan shall be developed and implemented to off-set unavoidable impacts to designated trees.	Avoid impacts to "public trees" to the extent practicable. Develop a re-planting plan to offset unavoidable impacts to designated trees.	During and subsequent to construction activities	City of Fairfield
V. CULTURAL RESOURCES				
CULT-1:	**Unanticipated Discoveries.** If deposits of prehistoric or historical archaeological materials are discovered during project activities, all work within 25 feet of the discovery shall be redirected until the archaeological monitor assesses the situation and provides recommendations. It is recommended that adverse effects to such deposits be avoided by project activities. If such deposits cannot be avoided, they shall be evaluated for their eligibility for listing in the California Register of Historical Resources. If the resources are not eligible, avoidance is not necessary. If the resources are eligible, they shall need to be avoided or adverse effects shall be mitigated. Upon completion of the assessment, the archaeologist should prepare a report documenting the methods and results,	Develop an archaeological monitoring plan, and include measures to protect resources discovered during project construction.	Prior to, during, and subsequent to construction activities	City of Fairfield and Archaeological Monitor

	Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
	and provide recommendations for the treatment of the archaeological materials discovered. The report should be submitted to the appropriate City agencies, project proponent, and the Northwest Information Center.			
CULT-2:	**Paleontological Resources.** A qualified paleontologist shall monitor ground-disturbing activities that extend more than six feet below initial surface grade. Prior to ground disturbing activities, a qualified paleontologist shall develop a monitoring plan that takes into account the specific details of construction plans as well as information from any available paleontological, geological, and geotechnical studies. Limited pre-construction subsurface investigations may be appropriate to define areas of paleontological sensitivity for the monitoring plan. This plan shall define areas of the project area that are most sensitive for paleontological resources and determine a monitoring schedule for ground-disturbing activity. In accordance with the SVP Conformable Impact Mitigation Guidelines, if after 50% of the grading is completed it can be demonstrated that the level of monitoring should be reduced, the qualified project paleontologist may so amend the mitigation program.	Conduct paleontological monitoring along the pipeline route in areas that have potential to contain paleontological resources.	Prior to construction activities	City of Fairfield and Paleontological Monitor
	If paleontological resources are encountered during project subsurface construction and no monitor is present, all ground-disturbing activities shall be redirected within 50 feet of the find until a qualified paleontologist can be contacted to evaluate the find and make recommendations. If found to be significant and project activities cannot avoid the paleontological	Halt construction in areas where paleontological resources are unearthed and implement appropriate measures to mitigate potential effects to paleontological resources.	During construction activities	City of Fairfield and Paleontological Monitor

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
resources, a paleontological evaluation and monitoring plan, as described above, shall be implemented. Adverse effects to paleontological resources shall be mitigated, which may include monitoring, data recovery and analysis, a final report, and the accession of all fossil material to a paleontological repository. Upon completion of project ground-disturbing activities, a report documenting methods, findings, and recommendations shall be prepared and submitted to the paleontological repository.			
CULT-3: **Human Remains.** If human remains are encountered, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately. At the same time, an archaeologist shall be contacted to evaluate the situation. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of identification. The Native American Heritage Commission shall identify a Native American Most Likely Descendent to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Upon completion of the evaluation, a report shall be prepared documenting the methods and results, as well as recommendations. The report shall be submitted to the City and the Northwest Information Center.	Adhere to the Native American Heritage Commission's guidelines for handling the discovery of human remains.	During construction activities	City of Fairfield
IV. GEOLOGY AND SOILS			
GEO-1: **Geotechnical Recommendations.** The project shall be constructed using the recommendations of the 2004 Geotechnical Investigation and the requirements of the Uniform Building Code to minimize any geophysical	Incorporate the recommendations from Geotechnical Study (Lowney 2004) in the	Prior to and during construction activities	City of Fairfield

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
risks associated with construction of the proposed project. These recommendations are as follows: • Construction areas shall be cleared of all deleterious materials and improvements to be removed including existing pavements, curbs, irrigation lines, debris, landscaping, and designated trees, shrubs, and associated roots. • Excavations extending below the planned finished site grades shall be cleaned and backfilled with suitable material compacted as recommended in the 2004 Geotechnical Investigation. • Abandoned utilities within the proposed pipeline shall be removed in their entirety. Utilities within the alignment shall only be considered for in-place abandonment provided they do not conflict with new improvements, that the ends and all laterals are located and completely grouted, and the previous fills associated with the utility do not pose a risk to the pipeline. • If dewatering well points are used, ground water levels shall be maintained continuously at least 2 feet below the bottoms of excavations. Localized dewatering by placing sump pumps in excavations may also be used. Temporary dewatering methods, equipment, and operation shall be the responsibility of the contractor. • The contractor shall be responsible for all trenches excavated at the site and design of any temporary excavation support and slopes. The contractor shall	project plans and specifications.		

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
provide temporary excavation support, shoring, bracing, and benching in accordance with the strictest governing safety standard. • Temporary shoring shall be designed for additional surcharges due to adjacent loads such as from construction vehicles and street traffic. To prevent excessive surcharging of the walls, heavy loads such as construction equipment and stockpiles of materials shall be kept at least 15 feet from the top of the excavations. If this is not possible, the shoring must be designed to resist the additional anticipated lateral loads. Shoring systems shall be designed with sufficient rigidity to prevent detrimental lateral displacements. • Interior bracing shall be loaded to the design loads prior to excavation of the adjacent soil so that load induced strains in the retaining system will not result in the system moving toward the excavation. In addition, a relatively stiff shoring system shall be designed to limit deflections under loading. • All voids behind the shoring system shall be filled to minimize potential problems as soon as feasible during installation of the shoring system. • In conjunction with the shoring installation, a monitoring program shall be set up and carried out by the contractor to determine the effects of the construction on adjacent streets, sidewalks, utilities, parking areas, and other improvements. • For open cut construction of the water main, the			

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
pipe subgrade and bedding shall be constructed in conformance with City of Fairfield Standard Specification Section 9 and modified Standard Detail 25. Pipe zone and fill above the pipe zone shall be placed and constructed in conformance with City of Fairfield Standard Specification Section 9 and modified Standard Detail 25. • The contractor shall be responsible for the design and construction of the access pits. Copies of the access pit designs and calculations shall be provided to us and the project structural engineer for review.			
VII. HAZARDS			
HAZ-1: **Contaminated Materials Management Plan.** A Contaminated Materials Management Plan (CMMP) shall be prepared and implemented for project construction activities in the event that petroleum hydrocarbon-containing soil and/or groundwater are encountered during construction activities. The CMMP shall include procedures and protocols for the proper management and disposal of contaminated materials encountered. The CMMP shall be submitted to the California Regional Water Quality Control Board for approval prior to commencement of the project. This plan shall include identification of closed UST sites which are identified as having residual petroleum hydrocarbon-containing soil within 500 feet of project excavation activities.	Prepare and implement a Contaminated Materials Management Plan.	Prior to construction activities	City of Fairfield
HAZ-2: **Health and Safety Plan.** A site-specific Health and Safety Plan shall be prepared by the selected contractor	Prepare and implement a site-specific Health and	Prior to and during construction activities	City of Fairfield

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
• The SWPPP shall include measures to avoid creating contaminants, minimize the release of contaminants, and water quality control measures to minimize contaminants from entering surface water or percolating into the ground. • The water quality control measures shall address both construction and operations periods. • Fluvial erosion and water pollution related to construction shall be controlled by a construction water pollution control program that shall be filed with the appropriate agency and kept current throughout any site development phase. • The water pollution prevention program shall include BMPs, as appropriate, given the specific circumstances of the site and project. • The SWPPP shall be submitted for review and approval to the RWQCB. • A spill prevention and countermeasure plan shall be incorporated into the SWPPP.			
HYDRO-3: **Dewatering.** If dewatering is necessary in areas where groundwater is encountered within the planned depth of excavation, a permit for discharge of the extracted groundwater shall be obtained from the RWQCB prior to construction in areas where dewatering is required. Permit conditions shall	If dewatering is necessary, obtain appropriate permits and approvals for discharge of extracted groundwater.	Prior to and during construction	City of Fairfield

	Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
	ensure that project discharge shall be consistent with RWQCB requirements and as such shall not result in violation of water quality standards or waste discharge requirements.			
XI. NOISE				
NOISE-1:	**Construction Hours.** During construction, the City shall require that the contractor shall ensure that all construction is performed in accordance with applicable City noise standards and guidelines. No noise-generating construction activity shall be conducted between 10 p.m. and 7 a.m.	Restrict construction hours to limit noise impacts.	Prior to construction activities	City of Fairfield
NOISE-2:	**Sound Control Devices for Construction Equipment.** During construction, the City shall require the contractor to ensure that all equipment is maintained in proper working order, including proper muffling.	Require use of mufflers on internal combustion engine equipment.	During construction activities	City of Fairfield
NOISE-3:	**Location of Portable Equipment.** During construction, the contractor shall locate portable equipment as far as possible from adjacent residences.	Locate portable equipment as far as possible from adjacent residences..	During construction activities	City of Fairfield
NOISE-4:	**Storage and Maintenance of Equipment.** During construction, the contractor shall store and maintain equipment as far as possible from adjacent residences.	Store and maintain equipment as far as possible from adjacent residences.	During construction activities	City of Fairfield
NOISE-5:	**Noise-Reducing Measures for Construction.** If construction-related noise exceeds City standards for non-transportation sources, the City shall	If necessary, implement additional appropriate noise-reducing measures as required by the City.	During construction activities	City of Fairfield

Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
require the contractor to implement additional appropriate noise-reducing measures, including but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around construction noise sources.			
XV. TRANSPORTATION/TRAFFIC			
CIRC-1: **Traffic Control Plans.** The contractor shall develop and implement Traffic Control Plans (TCPs) prepared by a registered Traffic Engineer for the entire pipeline route at all locations where construction activities would affect the existing transportation system. Input and approval of TCPs shall be obtained from each responsible public agency. Temporary speed limit restrictions shall be considered within the construction zone. The TCP shall define the use of flaggers, warning signs, lights, barricades, cones, etc. according to standard guidelines required by the City. Further, the contractor shall maintain the work site, including traffic control, in a safe condition at all times, even outside of normal work hours.	Develop and implement Traffic Control Plans.	Prior to and during construction activities	City of Fairfield
CIRC-2: **Construction Equipment Safety.** When working in or near existing roadways, the City shall ensure that the contractor maintains all equipment within work areas designated by the traffic control devices. The City shall ensure that the contractor properly loads equipment onto appropriate work trucks and trailers for transport to other work sites. The contractor shall not	Ensure contractor maintains all equipment within work areas designated by the traffic control devices.	During construction activities	City of Fairfield

	Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
	be allowed to use active roadways to relocate construction equipment that are not licensed for use on public roads.			
CIRC-3:	**Minimize Access Concerns.** Prior to finalizing construction plans, the City shall identify all land uses along the right-of-way with access concerns. The City shall develop construction scheduling to minimize impacts to businesses, institutions, or residential areas, scheduling construction to avoid the hours or days of the week during which land uses receive the most activity, and avoiding peak traffic times adjacent to residential areas. In addition, the City shall ensure that at least one access driveway is left unblocked during all business hours or hours of use. Notices shall be posted along the construction right-of-way or schedules shall be provided to the landowners or tenants at least 30 days prior to construction. If access problems can be avoided by scheduling night construction in non-residential areas, this option should be considered.	Develop construction scheduling to minimize impacts to local business, institutions and residences. Maintain local access during business or use hours. Post notices along the construction route.	Prior to construction activities During construction activities Prior to and during construction activities	City of Fairfield City of Fairfield City of Fairfield
CIRC-4:	**Notification of Roadway Construction.** Notices shall be posted along the construction right-of-way that explain the specific location and duration of the pipeline and construction activities within each roadway at least 30 days in advance of construction. The City shall identify any potential obstructions to property access, and shall make alternative access provisions for each landowner if necessary.	Post notices along the construction route to explain the location and duration of construction activities.	Prior to construction activities	City of Fairfield
CIRC-5:	**Coordination on Staging Areas.** The contractor shall submit the location of proposed staging areas to appropriate local jurisdictions for review and approval. The contractor shall state the size of the area, the	Submit the location of proposed staging areas to local jurisdictions for review and approval.	Prior to construction activities	City of Fairfield

	Mitigation Measures	Specific Action	Mitigation Milestone	Responsible Monitoring Party
	purpose (*e.g.*, storage of equipment and employee parking), the number of vehicles and pieces of equipment to be stored, and the duration (in number of days and number of hours per day) that each staging area shall be used.			
CIRC-6:	**Emergency Service Providers.** The contractor shall coordinate at least 30 days in advance of construction with any emergency service providers to avoid restricting movements of emergency vehicles. Police departments, fire departments, ambulance services, and paramedic services shall be notified in advance of the proposed locations, nature, timing, and duration of any construction activities and advised of any access restrictions that could impact their effectiveness. At locations where access to nearby property is blocked, provisions shall be ready at all times to accommodate emergency vehicles, such as plating over excavations, short detours, and alternate routes in conjunctions with local agencies. The Traffic Control Plans (Mitigation Measure CIRC-1) shall include details regarding emergency service provider coordination and procedures, and copies of the plans shall be provided to all relevant service providers.	Coordinate construction with emergency service providers to avoid restricting movement of emergency vehicles.	Prior to construction activities	City of Fairfield
CIRC-7:	**Pedestrian/Bicycle Access.** The City shall provide alternative pedestrian/bicycle access routes to avoid obstruction to pedestrian/bicycle circulation. Where existing pedestrian circulation routes or bike trails would be obstructed by pipeline construction, alternative access routes shall be developed and signed/marked appropriately, in conjunction with local agencies.	Provide alternative pedestrian/bicycle access routes to avoid obstruction to pedestrian/bicycle circulation.	During construction activities	City of Fairfield

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C+D FAIRFIELD

NOTICE OF DETERMINATION

TO: _X_ Office of Planning and Research
1400 Tenth Street
P.O. Box 3044
Sacramento, California 95812-3044

_X_ County Clerk
County of Solano
675 Texas Street, Suite 6500
Fairfield, California 94533

FROM: City of Fairfield Department of Planning and Development
1000 Webster Street, Room 200
Fairfield, California 94533

FILED
Mar 14, 2006
Michael D. Johnson, Clerk of the Board of Supervisors of the County of Solano, State of California
By Sandy Hoffert, Deputy

SUBJECT: Filing of Notice of Determination in Compliance with Section 21152 of the Public Resources Code

Project Title: CITY OF FAIRFIELD EAST-WEST WATER TRANSMISSION PIPELINE PROJECT

State Clearinghouse Number: SCH 2006012062

Contact Person: Joseph A. Lucchio Telephone Number: 707 428-7647

Project Location: The project site is located in the City of Fairfield, Solano County. The proposed east-west water transmission line would connect existing water mains at the Hale Ranch Road/Cordelia Road and Cement Hill Road/Clay Bank Road intersections.

Project Description: The City of Fairfield proposes to construct the East-West Water Transmission Pipeline project, a 36-inch potable water transmission line to connect existing water mains at the Hale Ranch Road/Cordelia Road and Cement Hill Road/Clay Bank Road intersections. The purpose of the new transmission main is to pump water from the North Bay Regional Water Plant (NBR) to Cordelia providing a redundant system for the existing waterline. Several possible route alternatives were evaluated to identify the preferred alignment. The proposed route was determined based on factors such as length, avoiding utility conflicts, right-of-way acquisition, and minimizing traffic impacts. A third of the route parallels the new Kinder Morgan 20-inch fuel line. The project would consist of 7.2 miles of 36-inch diameter concrete cylinder pipe or cement lined coated steel pipe. It would be constructed with bore and jack under-crossings at certain specified locations below railroads, streets, utilities, culverts, and creeks. A total of seventeen bore and jack crossings would be required. The project would utilize existing City of Fairfield right-of-way, where available, and as required, City of Suisun City, Solano County, and Caltrans right-of-way. The proposed route would require permanent and temporary construction easement acquisition on approximately a dozen properties. Due to the length of the proposed water line, construction would be phased over a number of years.

This is to advise that the City of Fairfield, on February 14, 2006, made the following determinations regarding this project:

1. The project ☐ will ☒ will not have a significant effect on the environment.

2. Mitigation measures ☒ were ☐ were not made a condition of approval of the project.

IF MITIGATION MEASURES WERE IMPOSED, THEN STATE: The mitigation measures are as follows:

III. AIR QUALITY

IMPACT

Short-term, construction-related air quality impacts related to emission of particulates may occur during construction of the proposed project. According to the BAAQMD, PM_{10} can be reduced using many feasible control measures. Because PM_{10} is identified as the pollutant of greatest concern with respect to construction activities, the BAAQMD emphasizes the implementation of effective and comprehensive PM_{10} control measures rather than detailed quantification of emissions for determination of significance. The BAAQMD has identified a set of feasible control measures for construction activities that will reduce PM_{10} emissions to thresholds below significance. Implementation of Mitigation Measure AIR-1 (PM_{10} Control Measures) would reduce potential impacts to a level below significance.

Construction activities would generate exhaust emissions from vehicle/equipment and fugitive particulate matter emissions that would affect local air quality and contribute to an existing air quality violation. Construction activities would also be a source of organic gas emissions. Solvents in adhesives, non-waterbased paints, thinners, some insulating materials, and caulking materials would evaporate into the atmosphere and participate in the photochemical reaction that creates urban ozone. Asphalt used in paving is also a source of organic gases for a short time after its application.

Construction dust could affect local air quality during implementation of the project. The dry, windy climate of the area during the summer months creates a high potential for dust generation when and if underlying soils are exposed to the atmosphere. The effects of construction activities would be increased dustfall and locally elevated levels of PM_{10} downwind of construction activity.

Implementation of Mitigation Measure AIR-1, described below, would reduce potential impacts to less than significant levels.

MITIGATION

AIR-1: Feasible Control Measures for Construction Emissions of PM_{10}. Consistent with guidance from the BAAQMD, the following measures shall be required of construction contracts and specifications for the project:

Basic Control Measures (for all construction sites)

- Water all active construction areas at least twice daily and more often during windy periods; active areas adjacent to existing land uses shall be kept damp at all times, or shall be treated with non-toxic stabilizers or dust palliatives.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard.
- Pave, apply water three times daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging area at construction sites.
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites; water sweepers shall vacuum up excess water to avoid runoff-related impacts to water quality.
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

Enhanced Control Measures (construction sites greater than 4 acres in area)

- All basic control measures listed above.
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (*i.e.,* dirt, sand).
- Limit traffic speeds on unpaved roads to 15 mph.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Replant vegetation in disturbed areas as quickly as possible.

Optional Control Measures (for large construction sites or those located near sensitive receptors)

- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
- Install wind breaks, or plant trees/vegetative wind breaks at windward side(s) of construction areas.
- Suspend excavation and grading activity when winds exceed 25 mph.
- Limit the area subject to excavation, grading, and other construction activity at any one time.

IV. BIOLOGICAL RESOURCES

IMPACT

Erosion of clean and/or contaminated soils exposed during trenching or from the release of hazardous substances could cause habitat degradation to sensitive plant species or within

wetlands. Habitat degradation within wetlands adjacent to the construction areas and indirect impacts to special-status wetland plant species, such as Suisun marsh aster and Contra Costa goldfields, could occur where construction and related activities may impinge on habitat due to erosion/deposition of clean and/or contaminated soils exposed during trenching or release of hazardous substances (*i.e.,* diesel fuel). Implementation of Mitigation Measure BIO-1, described below would reduce potential impacts related to erosion/sedimentation to a level below significance.

Construction could result in the loss of individuals or known habitat of sensitive plant species, or loss of special-status plant species or associated habitats. Such impacts are possible where construction and related activities would remove or disturb the buffer zone for sensitive species. Botanical surveys did not include off-site staging areas as these areas have not yet been identified. Construction could result in the loss of individuals or known habitat of sensitive plant species in these off-site staging areas. Implementation of Mitigation Measure BIO-2 would reduce potential impacts to a level below significance.

The project would not permanently displace any significant habitat for special-status species. However, construction and pipeline maintenance activities could temporarily adversely affect burrowing owl, other nesting raptors, and loggerhead shrike should such species be present during construction. Potential impacts include disturbance to nesting and foraging habitat within and adjacent to the project alignment. Such impacts would be considered significant if the construction or maintenance activities result in direct harm to individual species or through habitat alteration or disturbance that impairs essential life functions such as feeding, breeding, and sheltering. Implementation of Mitigation Measures BIO-3 and BIO-4 below would reduce potential impacts to burrowing owl and other special-status bird species to a level below significance.

As described above, an isolated patch of elderberry plants is located just east of Chadborne Road, adjacent to Cordelia Road and the Union Pacific Railroad tracks. However, it is unlikely to provide suitable habitat for the federally-threatened valley elderberry longhorn beetle because of its isolated and disturbed location as well as its composition of stems less than 1 inch in diameter at ground level. Additionally, no project-related work is anticipated within the patch of elderberry as a result of the implementation of Mitigation Measure BIO-2.

As proposed, the project will require several creek or drainage channel crossings and potential intrusion into adjacent creekside areas may occur. The crossings are proposed to be completed via bore and jack method, which minimizes the potential impacts to the channel and adjacent areas. The riparian zone, if present, and creek/channels could also be affected by runoff from the construction area adjacent to the drainages. No riparian habitat or other special natural community would be permanently altered. Direct impacts from construction equipment access and trenching would be temporary. Implementation of Mitigation Measures BIO-1 and BIO-2 would reduce potential impacts to a level below significance.

As described above, wetland habitat occurs in a limited number of locations along and in the vicinity of the proposed pipeline alignment. In addition, several channels/drainages occur within

the project area. Potential impacts associated with construction through and adjacent to wetlands and drainages include: the potential for erosion, changes in surface and subsurface flows and water quality, potential loss of wetland and aquatic habitat, and increased potential for weed/invasive plant species invasion.

The project, as currently proposed, has been designed to avoid impacts to wetland features to the greatest extent possible. It is anticipated that the unavoidable impacts to seasonal wetlands along the pipeline alignment will be localized and temporary. As outlined in Mitigation Measure BIO-5, it is expected that the project-related fill will be authorized by the U.S. Army Corps of Engineers under a Nationwide Permit 12, which authorizes the construction, maintenance, and repair of utility lines that have minimal adverse effects on the aquatic environment. Additionally, implementation of Mitigation Measures BIO-1 and BIO-2 would reduce potential impacts to wetlands in adjacent areas to a level below significance.

The proposed pipeline could temporarily interfere with the movement of resident fish and wildlife species and could temporarily impede the use of adjacent areas as native nursery sites. However, such impacts would be localized, short-term, and would occur only during construction activities. The level of significance of these effects would be considered less than significant. Once the installation of the pipeline is complete, no adverse interference and disturbance to local wildlife is anticipated as the pipeline will be a buried feature, rather than an above-ground barrier. Additionally, as noted in Mitigation Measure BIO-1 below, the upland areas disturbed by the project outside of the existing roadway, will be revegetated and restored to preconstruction conditions.

The City of Fairfield Tree Conservation Ordinance (City of Fairfield 2005) protects "public trees" from unnecessary removal and requires replacement of trees where necessary. Protected trees include the following:

- All trees on public property;
- Trees planted or preserved on private property or within the public right-of-way which were required by the City as a condition of approval for the project or shown on a landscape plan approved by the City;
- The following species of trees on undeveloped private property which exceed 6 inches in caliper or diameter at breast height (measured 4.5 feet above ground level): native oaks, bay laurel, madrone, and buckeye; and
- Trees or groups of trees having one or more of the following characteristics as determined by the City during project review: demonstrated habitat value, historical or cultural value, important aesthetic value, uniqueness or rarity, unusual size or age.

The proposed project could impact "public trees" along the pipeline alignment. Implementation of Mitigation Measure BIO-6 would reduce potential impacts to protected trees to a level below significance.

MITIGATION

BIO-1: Erosion and Sediment Control. In the project areas adjacent to wetlands and roadside ditches, site specific erosion and sediment control measures shall be developed and implemented, along with standard protection measures such as installation of construction fencing to protect nearby biological resources. Such measures shall include:

- Work activity in streams and stream vicinities shall take place during the dry season between June 15 and October 15 (unless specifically authorized in writing by CDFG and NMFS).
- All fueling and maintenance of vehicles and other equipment, and staging areas shall be at sites located at least 20 meters (65 feet) from any riparian habitat and the stream bed. The contractor shall prepare plans for a prompt and effective response to any accidental spills.
- All construction workers would receive instruction regarding the importance of preventing spills and measures to be employed if spills occur.
- Hay bales, silt fences, organic mesh, or other appropriate erosion control measures shall be implemented to be used to prevent erosion and sedimentation into riparian/stream areas adjacent to grading/surface disturbance. Sufficient erosion control material shall be present on the site at all times in order to implement erosion control measures if rain is predicted within 24 hours. Erosion control measures shall be in place by October 15 and properly maintained throughout the construction period.
- Natural areas disturbed by the project outside of the existing roadway, shall be revegetated with an assemblage of native vegetation and restored to preconstruction conditions, as appropriate.

BIO-2: Construction Limits. The width of the construction corridor shall be minimized to the maximum extent possible. Construction activities shall occur within the existing roadway and developed areas, as feasible. All off-site work areas would be located entirely within paved or gravel areas or on vacant lots that do not contain sensitive habitats or suitable conditions for special-status species.

In areas where the alignment is adjacent to sensitive habitats and /or special-status species, fencing shall be installed prior to any clearing, staging, or construction activities in order to protect nearby biological resources. Construction fencing shall be placed such that an exclusion zone is established and all equipment and personnel shall be prohibited from encroaching into the sensitive area. Fencing shall be properly maintained, and shall remain in place for the duration of the construction work in the designated areas.

BIO-3: Burrowing Owls. Pre-construction surveys for burrowing owls shall be conducted no more than 21 days prior to the start of project construction. All surveys shall be conducted in accordance with current CDFG burrowing owl survey protocols and if

determined to be necessary, approved mitigation measures, such as seasonal construction restrictions and/or passive relocation, shall be developed and implemented in consultation with CDFG.

BIO-4: Nesting Loggerhead Shrike and Raptors. In areas of tall, dense shrubs or trees, pre-construction surveys shall be conducted within 21 days of ground-breaking/start of construction. From late March through July, there may be some seasonal constraints to construction activity in discrete areas if nesting shrikes or raptors are found to be nesting in close proximity to the alignment. CDFG shall be notified and if active nests are present, protective measures including exclusion buffers and routine monitoring shall remain in effect until the nesting cycle has been completed. If removal of nest trees/shrubs is necessary, such activity shall take place after the nesting cycle is completed (September – October).

BIO-5: Wetlands. A formal wetland delineation shall be completed by a qualified wetland biologist to identify the distribution and extent of jurisdictional features, as defined by Section 404 of the Clean Water Act, along the pipeline alignment. This delineation shall be submitted to the U.S. Army Corps of Engineers for verification.

Existing wetlands along the pipeline alignment shall be avoided to the maximum extent feasible. However, temporary but unavoidable impacts to wetlands along the project corridor may occur, and thus, shall require authorization from the U.S. Army Corps of Engineers and Regional Water Quality Control Board prior to the start of the project. It is anticipated that agency approval can be obtained via a Nationwide Permit 12. All conditions of such permit shall apply. The area of fill shall be kept to the minimum necessary, and the project area shall be restored to preconstruction contours. No additional mitigation should be required unless specified by the regulatory agencies.

All work shall take place away from the top of bank and outside the riparian zone, if present. Appropriate erosion control measures shall be developed and implemented.

BIO-6: Trees. Direct and indirect impacts to "public trees" shall be avoided to the extent practicable. In accordance with the City of Fairfield Tree Conservation Ordinance, a re-planting plan shall be developed and implemented to off-set unavoidable impacts to designated trees.

V. CULTURAL RESOURCES

IMPACT

As described above, a cultural resource, P-48-549, the Union Pacific Railroad, was identified within the project area by this study. The project area, as currently proposed, intersects this resource in four locations, however, a bore and jack would be used at all railroad crossings and no direct impacts to the railroad and associated features are anticipated. It is possible that

previously unknown historic resources could be discovered during grading and excavation work associated with the new construction. Implementation of Mitigation Measure CULT-1 would reduce potential impacts associated with disturbance to historic resources to less than significant levels.

There are no known significant archaeological resources at this site. The project is proposed in a location that has already been significantly disturbed due to the construction of roadways and the installation of existing underground utilities. Therefore, the probability of finding additional, unknown archaeological resources is minimal. However, it is possible that previously unknown archaeological resources could be discovered during grading and excavation work associated with the new construction. Implementation of Mitigation Measure CULT-1 would reduce potential impacts associated with disturbance to archaeological resources to less than significant levels.

While no paleontological resources (fossils) were identified within or adjacent to the project area, there is a potential of encountering significant paleontological resources in the Late Pleistocene sediments that underlie the project area. There is a low potential of encountering paleontological resources within surface soils. Maximum soil depth within the project area is 60 – 80 inches (Bates 1977) and LSA recommends an average soil depth of 72 inches (6 feet) be assumed. Implementation of Mitigation Measure CULT-2 would reduce potential impacts to paleontological resources to less than significant levels.

The project is proposed in a location that has already been significantly disturbed due to the construction of roadways and the installation of existing underground utilities. However, it is possible that the project could disturb human remains, including those interred outside of formal cemeteries. Implementation of Mitigation Measure CULT-3 would reduce potential impacts associated with disturbance to human remains to less than significant levels.

MITIGATION

CULT-1: Unanticipated Discoveries. If deposits of prehistoric or historical archaeological materials are discovered during project activities, all work within 25 feet of the discovery shall be redirected until the archaeological monitor assesses the situation and provides recommendations. It is recommended that adverse effects to such deposits be avoided by project activities. If such deposits cannot be avoided, they shall be evaluated for their eligibility for listing in the California Register of Historical Resources. If the resources are not eligible, avoidance is not necessary. If the resources are eligible, they shall need to be avoided or adverse effects shall be mitigated. Upon completion of the assessment, the archaeologist should prepare a report documenting the methods and results, and provide recommendations for the treatment of the archaeological materials discovered. The report should be submitted to the appropriate City agencies, project proponent, and the Northwest Information Center.

CULT-2: Paleontological Resources. A qualified paleontologist shall monitor ground-disturbing activities that extend more than six feet below initial surface grade. Prior to ground disturbing activities, a qualified paleontologist shall develop a monitoring plan that takes into account the specific details of construction plans as well as information from any available paleontological, geological, and geotechnical studies. Limited pre-construction subsurface investigations may be appropriate to define areas of paleontological sensitivity for the monitoring plan. This plan shall define areas of the project area that are most sensitive for paleontological resources and determine a monitoring schedule for ground-disturbing activity. In accordance with the SVP Conformable Impact Mitigation Guidelines, if after 50% of the grading is completed it can be demonstrated that the level of monitoring should be reduced, the qualified project paleontologist may so amend the mitigation program.

If paleontological resources are encountered during project subsurface construction and no monitor is present, all ground-disturbing activities shall be redirected within 50 feet of the find until a qualified paleontologist can be contacted to evaluate the find and make recommendations. If found to be significant and project activities cannot avoid the paleontological resources, a paleontological evaluation and monitoring plan, as described above, shall be implemented. Adverse effects to paleontological resources shall be mitigated, which may include monitoring, data recovery and analysis, a final report, and the accession of all fossil material to a paleontological repository. Upon completion of project ground-disturbing activities, a report documenting methods, findings, and recommendations shall be prepared and submitted to the paleontological repository.

CULT-3: Human Remains. If human remains are encountered, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately. At the same time, an archaeologist shall be contacted to evaluate the situation. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of identification. The Native American Heritage Commission shall identify a Native American Most Likely Descendent to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Upon completion of the evaluation, a report shall be prepared documenting the methods and results, as well as recommendations. The report shall be submitted to the City and the Northwest Information Center.

VI. GEOLOGY AND SOILS

IMPACT

Strong ground shaking can be expected at the site during moderate to severe earthquakes in the general region. This is common to virtually all developments in the greater San Francisco Bay Area. Implementation of Mitigation Measure GEO-1 would reduce potential risks associated with strong ground shaking to less than significant levels.

According to regional mapping of the site vicinity, the potential for liquefaction along the proposed alignment varies from low to high. The Geotechnical Investigation included a limited liquefaction analysis on the saturated, medium dense silty clayey sands encountered in some of the soil borings. Based on this analysis, the risk of liquefaction within the depths explored during the study would be low along most of the alignment, to moderate at some locations. The potential exists that there may also be potentially liquefiable soils at locations/depths other than those explored. Implementation of Mitigation Measure GEO-1 would reduce potential impacts to a level below significance.

As identified in the geotechnical investigation prepared for the proposed project (Lowney Associates 2004), the project site is located on a geological unit that could be subject to landslides, liquefaction, subsidence, or collapse. As described in Section VIa. above, the risk of liquefaction would be low along most of the alignment, to moderate at some locations. The probability of significant lateral spreading would also be low to moderate. Implementation of Mitigation Measure GEO-1 would reduce potential impacts to a level below significance.

Expansive soils are common on the hillsides and valleys of the City of Fairfield and could occur along the proposed pipeline alignment. Damage from expansive soils would be minimized or eliminated by using site-specific engineering techniques as recommended in the 2004 Geotechnical Investigation. Implementation of Mitigation Measure GEO-1 would reduce potential impacts related to expansive soil to a level below significance.

GEO-1: Geotechnical Recommendations. The project shall be constructed using the recommendations of the 2004 Geotechnical Investigation and the requirements of the Uniform Building Code to minimize any geophysical risks associated with construction of the proposed project. These recommendations are as follows:

- Construction areas shall be cleared of all deleterious materials and improvements to be removed including existing pavements, curbs, irrigation lines, debris, landscaping, and designated trees, shrubs, and associated roots.
- Excavations extending below the planned finished site grades shall be cleaned and backfilled with suitable material compacted as recommended in the 2004 Geotechnical Investigation.
- Abandoned utilities within the proposed pipeline shall be removed in their entirety. Utilities within the alignment shall only be considered for in-place abandonment provided they do not conflict with new improvements, that the ends and all laterals are located and completely grouted, and the previous fills associated with the utility do not pose a risk to the pipeline.
- If dewatering well points are used, ground water levels shall be maintained continuously at least 2 feet below the bottoms of excavations. Localized dewatering by placing sump pumps in excavations may also be used. Temporary dewatering methods, equipment, and operation shall be the responsibility of the contractor.
- The contractor shall be responsible for all trenches excavated at the site and design of any temporary excavation support and slopes. The contractor shall

provide temporary excavation support, shoring, bracing, and benching in accordance with the strictest governing safety standard.

- Temporary shoring shall be designed for additional surcharges due to adjacent loads such as from construction vehicles and street traffic. To prevent excessive surcharging of the walls, heavy loads such as construction equipment and stockpiles of materials shall be kept at least 15 feet from the top of the excavations. If this is not possible, the shoring must be designed to resist the additional anticipated lateral loads. Shoring systems shall be designed with sufficient rigidity to prevent detrimental lateral displacements.
- Interior bracing shall be loaded to the design loads prior to excavation of the adjacent soil so that load induced strains in the retaining system will not result in the system moving toward the excavation. In addition, a relatively stiff shoring system shall be designed to limit deflections under loading.
- All voids behind the shoring system shall be filled to minimize potential problems as soon as feasible during installation of the shoring system.
- In conjunction with the shoring installation, a monitoring program shall be set up and carried out by the contractor to determine the effects of the construction on adjacent streets, sidewalks, utilities, parking areas, and other improvements.
- For open cut construction of the water main, the pipe subgrade and bedding shall be constructed in conformance with City of Fairfield Standard Specification Section 9 and modified Standard Detail 25. Pipe zone and fill above the pipe zone shall be placed and constructed in conformance with City of Fairfield Standard Specification Section 9 and modified Standard Detail 25.
- The contractor shall be responsible for the design and construction of the access pits. Copies of the access pit designs and calculations shall be provided to us and the project structural engineer for review.

VII. HAZARDS

IMPACT

During the planned construction work, excess soil would need to be disposed and dewatering activities would be performed resulting in the need to discharge extracted groundwater. Depending on the water quantity, disposal options may include discharge to the storm sewer system and off-site disposal at a treatment/recycling facility. Excess soil would be taken to a landfill or to another construction site for use as fill. Additional sampling would be required to obtain permission for soil disposal/reuse. Transportation of any hazardous materials generated by excavation would be covered under the Contaminated Materials Management Plan which will be approved by the RWQCB (Mitigation Measure HAZ-1). As such, any methods of transportation would need to be with licensed hazardous waste haulers, if any hazardous materials need to be transported off-site. Implementation of Mitigation Measure HAZ-1 would reduce potential impacts to a level below significance.

Construction of the proposed project would involve various types of construction equipment that may require supplies such as oil, fuel, and batteries. As discussed in Section IV. Biological Resources, all fueling and maintenance of vehicles and other equipment and staging areas would occur at least 20 meters from any streams or associated riparian habitat. If soil or groundwater contamination is encountered during project construction, the recommendations from the Phase II Environmental Site Assessment and mitigation measures would be implemented to address these areas. Proper procedures would be defined in the Health and Safety Plan, the Contaminated Materials Management Plan to abate hazards to workers, the public and the environment. Implementation of Mitigation Measures HAZ-1 through HAZ-3 below would reduce potential impacts to a level below significance.

There are several schools in the vicinity of the proposed pipeline alignment. As described in Section VIIa and VIIb above, the proposed project could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste during construction of the project. However, implementation of Mitigation Measures HAZ-1 through HAZ-3 (described below) would reduce potential impacts to a level below significance.

MITIGATION

HAZ-1: Contaminated Materials Management Plan. A Contaminated Materials Management Plan (CMMP) shall be prepared and implemented for project construction activities in the event that petroleum hydrocarbon-containing soil and/or groundwater are encountered during construction activities. The CMMP shall include procedures and protocols for the proper management and disposal of contaminated materials encountered. The CMMP shall be submitted to the California Regional Water Quality Control Board for approval prior to commencement of the project. This plan shall include identification of closed UST sites which are identified as having residual petroleum hydrocarbon-containing soil within 500 feet of project excavation activities.

HAZ-2: Health and Safety Plan. A site-specific Health and Safety Plan shall be prepared by the selected contractor for the project that will present the methods to be used to protect workers and the public during the course of the project, including work performed in areas of contaminated soils and groundwater. This plan shall include identification of closed UST sites identified as having residual petroleum-hydrocarbon-containing soil within 500 feet of project excavation activities.

HAZ-3: Training. Construction crews that may encounter contaminated soils or groundwater shall be appropriately trained in accordance with state and federal health and safety regulations (Title 8 CCR Section 5192 and Title 29 CFR Section 1910.120).

VIII. HYDROLOGY AND WATER QUALITY

IMPACT

As described above, both Laurel and Ledgewood Creeks are impaired with diazinon from urban runoff/storm sewers. However, development of the proposed project would not result in a net increase in the amount of impervious surface area or an associated increase in the rate and volume of stormwater runoff. Long-term operation of the water transmission line would not violate any water quality standards or waste discharge requirements. To address potential erosion and water quality effects during construction, the proposed project shall incorporate Best Management Practices to control sedimentation and runoff. These measures would be consistent with the application for a stormwater permit from the RWQCB as mandated for projects in which one acre of more of disturbance would occur. City compliance with NPDES Permit is mandated by State and federal laws and new construction projects are required to comply with storm water general permits. If dewatering is necessary in areas where groundwater is encountered within the planned depth of excavation, depending on surface and groundwater levels at the time of construction, a permit for discharge of the extracted groundwater would be obtained from the RWQCB. This discharge shall be consistent with RWQCB requirements and as such would not result in a violation of water quality standards or waste discharge requirements. Implementation of Mitigation Measures HYDRO-1 through HYDRO-3 would ensure compliance with all regulatory requirements and would reduce potential impacts to less than significant levels.

Implementation of the proposed project would not significantly affect groundwater supplies, groundwater recharge, a net deficit in aquifer volume, or a lowering of the local groundwater level. Groundwater may be encountered during installation of the water transmission pipeline. However, no groundwater would be extracted per se. Dewatering, if necessary, would be conducted in compliance with the permit conditions of the Regional Water Quality Control Board. Implementation of Mitigation Measure HYDRO-3 would reduce potential impacts to a level below significance.

There would be no significant change in either drainage patterns or on-site or off-site effects from erosion and siltation. After installation of the water line, soils would be compacted and recovered to be consistent with current topography. Water would continue to flow in Laurel, Ledgewood, Pennsylvania Avenue and Union Avenue Creeks. During construction, Best Management Practices would be implemented, consistent with the stormwater permit issued by the RWQCB, so that on-site and off-site erosion and sedimentation would be controlled to the extent practicable. Implementation of Mitigation Measures HYDRO-1 through HYDRO-3 would reduce potential impacts related to erosion and siltation to a level below significance.

MITIGATION

HYDRO-1: Notice of Intent. The project applicant shall file a Notice of Intent (NOI) with the RWQCB to be covered under the Statewide General Permit for Discharges of

Stormwater Runoff Associated with Construction Activity and proposed control measures that are consistent with the State General Permit.

HYDRO-2: Stormwater Pollution Prevention Plan. A Stormwater Pollution Prevention Plan (SWPPP) shall be developed and implemented in consultation with the City of Fairfield, FSSD, RWQCB, and other regulatory agencies. It shall include BMPs to reduce potential impacts to surface water quality through the construction and life of the project. The SWPP shall adhere to the following requirements:

- The SWPPP shall include measures to avoid creating contaminants, minimize the release of contaminants, and water quality control measures to minimize contaminants from entering surface water or percolating into the ground.
- The water quality control measures shall address both construction and operations periods.
- Fluvial erosion and water pollution related to construction shall be controlled by a construction water pollution control program that shall be filed with the appropriate agency and kept current throughout any site development phase.
- The water pollution prevention program shall include BMPs, as appropriate, given the specific circumstances of the site and project.
- The SWPPP shall be submitted for review and approval to the RWQCB.
- A spill prevention and countermeasure plan shall be incorporated into the SWPPP.

HYDRO-3: Dewatering. If dewatering is necessary in areas where groundwater is encountered within the planned depth of excavation, a permit for discharge of the extracted groundwater shall be obtained from the RWQCB prior to construction in areas where dewatering is required. Permit conditions shall ensure that project discharge shall be consistent with RWQCB requirements and as such shall not result in violation of water quality standards or waste discharge requirements.

XI. NOISE

IMPACT

Construction of the proposed project would add short-term and intermittent noise from use of equipment and vehicles. Within 50 feet from the noisiest source, noise levels from construction activities could average about 81 to 90 dBA (jack hammers, pneumatic tools). Construction period noise is not expected to be significant, given that construction noise would be short-term and intermittent. Noise measures, including muffling of construction equipment and maximization of setbacks from occupied buildings would be implemented to reduce noise impacts to the extent practicable during construction. Implementation of Mitigation Measures NOISE-1 through NOISE-5 would reduce potential impacts to a level below significance.

Temporary intermittent noise from short-term construction activities associated with the development of the project would occur. The level would be elevated compared to existing ambient noise. However, it would be a short-term source and therefore would not be considered significant. No substantial increase in existing ambient noise levels would result from long-term operation of the project. Implementation of Mitigation Measures NOISE-1 through NOISE-5 would reduce potential construction-related noise impacts to a level below significance.

MITIGATION

NOISE-1: Construction Hours. During construction, the City shall require that the contractor shall ensure that all construction is performed in accordance with applicable City noise standards and guidelines. No noise-generating construction activity shall be conducted between 10 p.m. and 7 a.m.

NOISE-2: Sound Control Devices for Construction Equipment. During construction, the City shall require the contractor to ensure that all equipment is maintained in proper working order, including proper muffling.

NOISE-3: Location of Portable Equipment. During construction, the contractor shall locate portable equipment as far as possible from adjacent residences.

NOISE-4: Storage and Maintenance of Equipment. During construction, the contractor shall store and maintain equipment as far as possible from adjacent residences.

NOISE-5: Noise-Reducing Measures for Construction. If construction-related noise exceeds City standards for non-transportation sources, the City shall require the contractor to implement additional appropriate noise-reducing measures, including but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around construction noise sources.

XV. TRANSPORTATION/TRAFFIC

IMPACT

Lane Closures/Detours. Typical pipeline construction areas that occur in or next to roadways are approximately 50 feet in width. This area would accommodate proposed activities including: digging a trench, installing the pipe, backfilling, compacting the fill material, and reconstructing/paving the surface area. At the locations where the pipeline would run parallel to and/or longitudinally within a public road right-of-way, portions of the roadway that would normally be used for traffic circulation and/or parking would be temporarily unavailable. Detouring around each construction zone would be necessary. Construction activities within roadways would temporarily displace the equivalent of at least two lanes along each roadway that would be encroached by the proposed route. This displacement would block two travel

lanes, one travel lane and the adjacent shoulder/parking area, or just the shoulder/parking area depending upon the pipeline's lateral placement within the road right-of-way. It is estimated that lane blockages would last for durations varying between a few days to two to three weeks at any given location. The pipeline would traverse a number of streets with varying degrees of daily through traffic volumes. Many arterial and collector roadways, as well as rural and local roadways may potentially be blocked for a period of at least 48 hours. Implementation of Mitigation Measure CIRC-1 through CIRC-2 would reduce potential impacts to roadway blockage to a level below significance.

Access Impacts. Construction could temporarily block access to and for adjacent businesses, residences, and or other property. Implementation of Mitigation Measures CIRC-3 and CIRC-4 would reduce potential impacts to a level below significance.

Construction Traffic Volumes. Construction activities would generate additional traffic on the roadways in the project area as construction workers, equipment delivery trucks, and excavation trucks travel to and from the pipeline construction zones. Automobile traffic generated by construction workers would be at two specific times during the day, arriving at the staging areas and construction sites in the morning and leaving in the afternoon (for a daytime shift). Truck trips would be distributed throughout the day. As compared to the existing traffic volumes on the arterial streets serving the project area, the temporary increase in traffic generated by construction of the pipeline would be minimal. Implementation of Mitigation Measure CIRC-5 would further minimize potential impacts.

The proposed project consists of installation of a waterline to transport water from the North Bay Regional Water Plant (NBR) to Cordelia. There are not incompatible uses or hazardous design features associated with operation of the project. However, during construction activities, a short-term increase in the potential for accidents involving motor vehicles, bicycles, and/or pedestrians could occur. Because of the temporary disruption to traffic flow, the removal of lanes, the presence of construction equipment in the public right-of-way, and the localized increase in traffic congestion, drivers would be presented with unexpected driving conditions and obstacles. This could potentially result in an increased occurrence of automobile accidents. Implementation of Mitigation Measure CIRC-1 would reduce potential impacts to a level below significance.

MITIGATION

CIRC-1: Traffic Control Plans. The contractor shall develop and implement Traffic Control Plans (TCPs) prepared by a registered Traffic Engineer for the entire pipeline route at all locations where construction activities would affect the existing transportation system. Input and approval of TCPs shall be obtained from each responsible public agency. Temporary speed limit restrictions shall be considered within the construction zone. The TCP shall define the use of flaggers, warning signs, lights, barricades, cones, etc. according to standard guidelines required by the City. Further, the contractor shall maintain the work site, including traffic control, in a safe condition at all times, even outside of normal work hours.

CIRC-2: Construction Equipment Safety. When working in or near existing roadways, the City shall ensure that the contractor maintains all equipment within work areas designated by the traffic control devices. The City shall ensure that the contractor properly loads equipment onto appropriate work trucks and trailers for transport to other work sites. The contractor shall not be allowed to use active roadways to relocate construction equipment that are not licensed for use on public roads.

CIRC-3: Minimize Access Concerns. Prior to finalizing construction plans, the City shall identify all land uses along the right-of-way with access concerns. The City shall develop construction scheduling to minimize impacts to businesses, institutions, or residential areas, scheduling construction to avoid the hours or days of the week during which land uses receive the most activity, and avoiding peak traffic times adjacent to residential areas. In addition, the City shall ensure that at least one access driveway is left unblocked during all business hours or hours of use. Notices shall be posted along the construction right-of-way or schedules shall be provided to the landowners or tenants at least 30 days prior to construction. If access problems can be avoided by scheduling night construction in non-residential areas, this option should be considered.

CIRC-4: Notification of Roadway Construction. Notices shall be posted along the construction right-of-way that explain the specific location and duration of the pipeline and construction activities within each roadway at least 30 days in advance of construction. The City shall identify any potential obstructions to property access, and shall make alternative access provisions for each landowner if necessary.

CIRC-5: Coordination on Staging Areas. The contractor shall submit the location of proposed staging areas to appropriate local jurisdictions for review and approval. The contractor shall state the size of the area, the purpose (*e.g.*, storage of equipment and employee parking), the number of vehicles and pieces of equipment to be stored, and the duration (in number of days and number of hours per day) that each staging area shall be used.

CIRC-6: Emergency Service Providers. The contractor shall coordinate at least 30 days in advance of construction with any emergency service providers to avoid restricting movements of emergency vehicles. Police departments, fire departments, ambulance services, and paramedic services shall be notified in advance of the proposed locations, nature, timing, and duration of any construction activities and advised of any access restrictions that could impact their effectiveness. At locations where access to nearby property is blocked, provisions shall be ready at all times to accommodate emergency vehicles, such as plating over excavations, short detours, and alternate routes in conjunctions with local agencies. The Traffic Control Plans (Mitigation Measure CIRC-1) shall include details regarding emergency service provider coordination and procedures, and copies of the plans shall be provided to all relevant service providers.

CIRC-7: Pedestrian/Bicycle Access. The City shall provide alternative pedestrian/bicycle access routes to avoid obstruction to pedestrian/bicycle circulation. Where existing pedestrian circulation routes or bike trails would be obstructed by pipeline construction, alternative access routes shall be developed and signed/marked appropriately, in conjunction with local agencies.

X A Negative Declaration, Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA. A copy of the Negative Declaration and record of project approval may be examined at the City of Fairfield, Department of Planning and Development, 1000 Webster Street, Room 200, Fairfield, CA, 94533.

__ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA, and was reviewed and considered by the decision-making body prior to its decision on the project. The Environmental Impact Report and record of project approval is available to the public at the City of Fairfield, Department of Planning and Development, 1000 Webster Street, Room 200, Fairfield, CA, 94533.

__ The City found that the environmental effects of the project could be mitigated by modifications to the project which are within the responsibility and jurisdiction of another public agency.

__ Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Final EIR.

__ A Statement of Overriding Considerations ☐ was ☒ was not adopted for this project.

This document is being filed in duplicate. Please acknowledge the filing date and return acknowledged copy.

3/14/06
Date Received for Filing

JOSEPH LUCCHIO
Economic Development Project Manager

This document posted from
3-14-06 to _____

Deputy Clerk of the Board

STATE OF CALIFORNIA - THE RESOURCES AGENCY
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DFG 753.5a (6-03)

269942

Lead Agency: City of Fairfield - Planning + Dev Date: 3-14-06
County / State Agency of Filing: Solano Document No.: 52-2006
Project Title: City of Fairfield East-West Water Transmission Pipeline
Project Applicant Name: City of Fairfield - Planning + Dev Phone Number: (707) 428-7647
Project Applicant Address: 1000 Webster Street, Rm 220, Fairfield CA 94533
Project Applicant *(check appropriate box)*: Local Public Agency [X] School District [ ] Other Special District [ ]
State Agency [ ] Private Entity [ ]

CHECK APPLICABLE FEES:

( ) Environmental Impact Report	$850.00	$
(X) Negative Declaration	$1,250.00	$ 1,250.00
( ) Application Fee Water Diversion *(State Water Resources Control Board Only)*	$850.00	$
( ) Projects Subject to Certified Regulatory Programs	$850.00	$
(X) County Administrative Fee	$25.00	$ 25.00
( ) Project that is exempt from fees		
	TOTAL RECEIVED	$ 1,275.00

Signature and title of person receiving payment: Sandy Hoffert, Deputy

WHITE-PROJECT APPLICANT YELLOW-DFG/FASB PINK-LEAD AGENCY GOLDENROD-STATE AGENCY OF FILING

(MITIGATED) NEGATIVE DECLARATION

LEAD AGENCY: City of Fairfield Department of Planning and Development

NAME OF PROJECT: City Of Fairfield East-West Water Transmission Pipeline Project

FILE NUMBER: E.R. 2006-1

PROJECT SPONSOR: City of Fairfield Department of Public Works

PROJECT LOCATION: The project site is located in the City of Fairfield and Suisun City and Solano County. The proposed east-west water transmission line would connect existing water mains at the Hale Ranch Road/Cordelia Road and Cement Hill Road/Clay Bank Road intersections.

PROJECT DESCRIPTION: The City of Fairfield proposes to construct the East-West Water Transmission Pipeline project, a 36-inch potable water transmission line to connect existing water mains at the Hale Ranch Road/Cordelia Road and Cement Hill Road/Clay Bank Road intersections. The purpose of the new transmission main is to pump water from the North Bay Regional Water Plant (NBR) to Cordelia providing a redundant system for the existing waterline. Several possible route alternatives were evaluated to identify the preferred alignment. The proposed route was determined based on factors such as length, avoiding utility conflicts, right-of-way acquisition, and minimizing traffic impacts. A third of the route parallels the new Kinder Morgan 20-inch fuel line. The project would consist of 7.2 miles of 36-inch diameter concrete cylinder pipe or cement lined coated steel pipe. It would be constructed with bore and jack under-crossings at certain specified locations below railroads, streets, utilities, culverts, and creeks. A total of seventeen bore and jack crossings would be required. The project would utilize existing City of Fairfield right-of-way, where available, and as required, City of Suisun City, Solano County, and Caltrans right-of-way. The proposed route would require permanent and temporary construction easement acquisition on approximately a dozen properties. Due to the length of the proposed water line, construction would be phased over a number of years.

ENVIRONMENTAL EFFECTS: The project may have the following significant environmental impacts, but with the mitigation measures the potential impacts will be avoided or reduced to insignificant levels.

III. AIR QUALITY

IMPACT

Short-term, construction-related air quality impacts related to emission of particulates may occur during construction of the proposed project. According to the BAAQMD, PM_{10} can be reduced using many feasible control measures. Because PM_{10} is

identified as the pollutant of greatest concern with respect to construction activities, the BAAQMD emphasizes the implementation of effective and comprehensive PM_{10} control measures rather than detailed quantification of emissions for determination of significance. The BAAQMD has identified a set of feasible control measures for construction activities that will reduce PM_{10} emissions to thresholds below significance. Implementation of Mitigation Measure AIR-1 (PM_{10} Control Measures) would reduce potential impacts to a level below significance.

Construction activities would generate exhaust emissions from vehicle/equipment and fugitive particulate matter emissions that would affect local air quality and contribute to an existing air quality violation. Construction activities would also be a source of organic gas emissions. Solvents in adhesives, non-waterbased paints, thinners, some insulating materials, and caulking materials would evaporate into the atmosphere and participate in the photochemical reaction that creates urban ozone. Asphalt used in paving is also a source of organic gases for a short time after its application.

Construction dust could affect local air quality during implementation of the project. The dry, windy climate of the area during the summer months creates a high potential for dust generation when and if underlying soils are exposed to the atmosphere. The effects of construction activities would be increased dustfall and locally elevated levels of PM_{10} downwind of construction activity.

Implementation of Mitigation Measure AIR-1, described below, would reduce potential impacts to less than significant levels

MITIGATION

AIR-1: Feasible Control Measures for Construction Emissions of PM_{10}. Consistent with guidance from the BAAQMD, the following measures shall be required of construction contracts and specifications for the project:

Basic Control Measures (for all construction sites).

- Water all active construction areas at least twice daily and more often during windy periods; active areas adjacent to existing land uses shall be kept damp at all times, or shall be treated with non-toxic stabilizers or dust palliatives.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard.
- Pave, apply water three times daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging area at construction sites.
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites; water sweepers shall vacuum up excess water to avoid runoff-related impacts to water quality.

- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

Enhanced Control Measures (construction sites greater than 4 acres in area).

- All basic control measures listed above.
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (*i.e.,* dirt, sand).
- Limit traffic speeds on unpaved roads to 15 mph.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Replant vegetation in disturbed areas as quickly as possible.

Optional Control Measures (for large construction sites or those located near sensitive receptors).

- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
- Install wind breaks, or plant trees/vegetative wind breaks at windward side(s) of construction areas.
- Suspend excavation and grading activity when winds exceed 25 mph.
- Limit the area subject to excavation, grading, and other construction activity at any one time.

IV. BIOLOGICAL RESOURCES

IMPACT

Erosion of clean and/or contaminated soils exposed during trenching or from the release of hazardous substances could cause habitat degradation to sensitive plant species or within wetlands. Habitat degradation within wetlands adjacent to the construction areas and indirect impacts to special-status wetland plant species, such as Suisun marsh aster and Contra Costa goldfields, could occur where construction and related activities may impinge on habitat due to erosion/deposition of clean and/or contaminated soils exposed during trenching or release of hazardous substances (*i.e.,* diesel fuel). Implementation of Mitigation Measure BIO-1, described below would reduce potential impacts related to erosion/sedimentation to a level below significance.

Construction could result in the loss of individuals or known habitat of sensitive plant species, or loss of special-status plant species or associated habitats. Such impacts are possible where construction and related activities would remove or disturb the buffer zone for sensitive species. Botanical surveys did not include off-site staging

areas as these areas have not yet been identified. Construction could result in the loss of individuals or known habitat of sensitive plant species in these off-site staging areas. Implementation of Mitigation Measure BIO-2 would reduce potential impacts to a level below significance.

The project would not permanently displace any significant habitat for special-status species. However, construction and pipeline maintenance activities could temporarily adversely affect burrowing owl, other nesting raptors, and loggerhead shrike should such species be present during construction. Potential impacts include disturbance to nesting and foraging habitat within and adjacent to the project alignment. Such impacts would be considered significant if the construction or maintenance activities result in direct harm to individual species or through habitat alteration or disturbance that impairs essential life functions such as feeding, breeding, and sheltering. Implementation of Mitigation Measures BIO-3 and BIO-4 below would reduce potential impacts to burrowing owl and other special-status bird species to a level below significance.

As described above, an isolated patch of elderberry plants is located just east of Chadborne Road, adjacent to Cordelia Road and the Union Pacific Railroad tracks. However, it is unlikely to provide suitable habitat for the federally-threatened valley elderberry longhorn beetle because of its isolated and disturbed location as well as its composition of stems less than 1 inch in diameter at ground level. Additionally, no project-related work is anticipated within the patch of elderberry as a result of the implementation of Mitigation Measure BIO-2.

As proposed, the project will require several creek or drainage channel crossings and potential intrusion into adjacent creekside areas may occur. The crossings are proposed to be completed via bore and jack method, which minimizes the potential impacts to the channel and adjacent areas. The riparian zone, if present, and creek/channels could also be affected by runoff from the construction area adjacent to the drainages. No riparian habitat or other special natural community would be permanently altered. Direct impacts from construction equipment access and trenching would be temporary. Implementation of Mitigation Measures BIO-1 and BIO-2 would reduce potential impacts to a level below significance.

As described above, wetland habitat occurs in a limited number of locations along and in the vicinity of the proposed pipeline alignment. In addition, several channels/drainages occur within the project area. Potential impacts associated with construction through and adjacent to wetlands and drainages include: the potential for erosion, changes in surface and subsurface flows and water quality, potential loss of wetland and aquatic habitat, and increased potential for weed/invasive plant species invasion.

The project, as currently proposed, has been designed to avoid impacts to wetland features to the greatest extent possible. It is anticipated that the unavoidable impacts to seasonal wetlands along the pipeline alignment will be localized and temporary. As

outlined in Mitigation Measure BIO-5, it is expected that the project-related fill will be authorized by the U.S. Army Corps of Engineers under a Nationwide Permit 12, which authorizes the construction, maintenance, and repair of utility lines that have minimal adverse effects on the aquatic environment. Additionally, implementation of Mitigation Measures BIO-1 and BIO-2 would reduce potential impacts to wetlands in adjacent areas to a level below significance.

The proposed pipeline could temporarily interfere with the movement of resident fish and wildlife species and could temporarily impede the use of adjacent areas as native nursery sites. However, such impacts would be localized, short-term, and would occur only during construction activities. The level of significance of these effects would be considered less than significant. Once the installation of the pipeline is complete, no adverse interference and disturbance to local wildlife is anticipated as the pipeline will be a buried feature, rather than an above-ground barrier. Additionally, as noted in Mitigation Measure BIO-1 below, the upland areas disturbed by the project outside of the existing roadway, will be revegetated and restored to preconstruction conditions.

The City of Fairfield Tree Conservation Ordinance (City of Fairfield 2005) protects "public trees" from unnecessary removal and requires replacement of trees where necessary. Protected trees include the following:

- All trees on public property;
- Trees planted or preserved on private property or within the public right-of-way which were required by the City as a condition of approval for the project or shown on a landscape plan approved by the City;
- The following species of trees on undeveloped private property which exceed 6 inches in caliper or diameter at breast height (measured 4.5 feet above ground level): native oaks, bay laurel, madrone, and buckeye; and
- Trees or groups of trees having one or more of the following characteristics as determined by the City during project review: demonstrated habitat value, historical or cultural value, important aesthetic value, uniqueness or rarity, unusual size or age.

The proposed project could impact "public trees" along the pipeline alignment. Implementation of Mitigation Measure BIO-6 would reduce potential impacts to protected trees to a level below significance.

MITIGATION

BIO-1: Erosion and Sediment Control. In the project areas adjacent to wetlands and roadside ditches, site specific erosion and sediment control measures shall be developed and implemented, along with standard protection measures such as installation of construction fencing to protect nearby biological resources. Such measures shall include:

- Work activity in streams and stream vicinities shall take place during the dry season between June 15 and October 15 (unless specifically authorized in writing by CDFG and NMFS).
- All fueling and maintenance of vehicles and other equipment, and staging areas shall be at sites located at least 20 meters (65 feet) from any riparian habitat and the stream bed. The contractor shall prepare plans for a prompt and effective response to any accidental spills.
- All construction workers would receive instruction regarding the importance of preventing spills and measures to be employed if spills occur.
- Hay bales, silt fences, organic mesh, or other appropriate erosion control measures shall be implemented to be used to prevent erosion and sedimentation into riparian/stream areas adjacent to grading/surface disturbance. Sufficient erosion control material shall be present on the site at all times in order to implement erosion control measures if rain is predicted within 24 hours. Erosion control measures shall be in place by October 15 and properly maintained throughout the construction period.
- Natural areas disturbed by the project outside of the existing roadway, shall be revegetated with an assemblage of native vegetation and restored to preconstruction conditions, as appropriate.

BIO-2: Construction Limits. The width of the construction corridor shall be minimized to the maximum extent possible. Construction activities shall occur within the existing roadway and developed areas, as feasible. All off-site work areas would be located entirely within paved or gravel areas or on vacant lots that do not contain sensitive habitats or suitable conditions for special-status species.

In areas where the alignment is adjacent to sensitive habitats and /or special-status species, fencing shall be installed prior to any clearing, staging, or construction activities in order to protect nearby biological resources. Construction fencing shall be placed such that an exclusion zone is established and all equipment and personnel shall be prohibited from encroaching into the sensitive area. Fencing shall be properly maintained, and shall remain in place for the duration of the construction work in the designated areas.

BIO-3: Burrowing Owls. Pre-construction surveys for burrowing owls shall be conducted no more than 21 days prior to the start of project construction. All surveys shall be conducted in accordance with current CDFG burrowing owl survey protocols and if determined to be necessary, approved mitigation measures, such as seasonal construction restrictions and/or passive relocation, shall be developed and implemented in consultation with CDFG.

BIO-4: Nesting Loggerhead Shrike and Raptors. In areas of tall, dense shrubs or trees, pre-construction surveys shall be conducted within 21 days of ground-breaking/start of construction. From late March through July, there may be some seasonal constraints to construction activity in discrete areas if nesting shrikes or raptors are found to be nesting in close proximity to the alignment. CDFG shall be notified and if active nests are present, protective measures including exclusion buffers and routine monitoring shall remain in effect until the nesting cycle has been completed. If removal of nest trees/shrubs is necessary, such activity shall take place after the nesting cycle is completed (September – October).

BIO-5: Wetlands. A formal wetland delineation shall be completed by a qualified wetland biologist to identify the distribution and extent of jurisdictional features, as defined by Section 404 of the Clean Water Act, along the pipeline alignment. This delineation shall be submitted to the U.S. Army Corps of Engineers for verification.

Existing wetlands along the pipeline alignment shall be avoided to the maximum extent feasible. However, temporary but unavoidable impacts to wetlands along the project corridor may occur, and thus, shall require authorization from the U.S. Army Corps of Engineers and Regional Water Quality Control Board prior to the start of the project. It is anticipated that agency approval can be obtained via a Nationwide Permit 12. All conditions of such permit shall apply. The area of fill shall be kept to the minimum necessary, and the project area shall be restored to preconstruction contours. No additional mitigation should be required unless specified by the regulatory agencies.

All work shall take place away from the top of bank and outside the riparian zone, if present. Appropriate erosion control measures shall be developed and implemented.

BIO-6: Trees. Direct and indirect impacts to "public trees" shall be avoided to the extent practicable. In accordance with the City of Fairfield Tree Conservation Ordinance, a re-planting plan shall be developed and implemented to off-set unavoidable impacts to designated trees.

V. CULTURAL RESOURCES

IMPACT

As described above, a cultural resource, P-48-549, the Union Pacific Railroad, was identified within the project area by this study. The project area, as currently proposed, intersects this resource in four locations, however, a bore and jack would be used at all railroad crossings and no direct impacts to the railroad and associated features are

anticipated. It is possible that previously unknown historic resources could be discovered during grading and excavation work associated with the new construction. Implementation of Mitigation Measure CULT-1 would reduce potential impacts associated with disturbance to historic resources to less than significant levels.

There are no known significant archaeological resources at this site. The project is proposed in a location that has already been significantly disturbed due to the construction of roadways and the installation of existing underground utilities. Therefore, the probability of finding additional, unknown archaeological resources is minimal. However, it is possible that previously unknown archaeological resources could be discovered during grading and excavation work associated with the new construction. Implementation of Mitigation Measure CULT-1 would reduce potential impacts associated with disturbance to archaeological resources to less than significant levels.

While no paleontological resources (fossils) were identified within or adjacent to the project area, there is a potential of encountering significant paleontological resources in the Late Pleistocene sediments that underlie the project area. There is a low potential of encountering paleontological resources within surface soils. Maximum soil depth within the project area is 60 – 80 inches (Bates 1977) and LSA recommends an average soil depth of 72 inches (6 feet) be assumed. Implementation of Mitigation Measure CULT-2 would reduce potential impacts to paleontological resources to less than significant levels.

The project is proposed in a location that has already been significantly disturbed due to the construction of roadways and the installation of existing underground utilities. However, it is possible that the project could disturb human remains, including those interred outside of formal cemeteries. Implementation of Mitigation Measure CULT-3 would reduce potential impacts associated with disturbance to human remains to less than significant levels.

MITIGATION

CULT-1: Unanticipated Discoveries. If deposits of prehistoric or historical archaeological materials are discovered during project activities, all work within 25 feet of the discovery shall be redirected until the archaeological monitor assesses the situation and provides recommendations. It is recommended that adverse effects to such deposits be avoided by project activities. If such deposits cannot be avoided, they shall be evaluated for their eligibility for listing in the California Register of Historical Resources. If the resources are not eligible, avoidance is not necessary. If the resources are eligible, they shall need to be avoided or adverse effects shall be mitigated. Upon completion of the assessment, the archaeologist should prepare a report documenting the methods and results, and provide recommendations for the treatment of the archaeological materials

discovered. The report should be submitted to the appropriate City agencies, project proponent, and the Northwest Information Center.

CULT-2: Paleontological Resources. A qualified paleontologist shall monitor ground-disturbing activities that extend more than six feet below initial surface grade. Prior to ground disturbing activities, a qualified paleontologist shall develop a monitoring plan that takes into account the specific details of construction plans as well as information from any available paleontological, geological, and geotechnical studies. Limited pre-construction subsurface investigations may be appropriate to define areas of paleontological sensitivity for the monitoring plan. This plan shall define areas of the project area that are most sensitive for paleontological resources and determine a monitoring schedule for ground-disturbing activity. In accordance with the SVP Conformable Impact Mitigation Guidelines, if after 50% of the grading is completed it can be demonstrated that the level of monitoring should be reduced, the qualified project paleontologist may so amend the mitigation program.

If paleontological resources are encountered during project subsurface construction and no monitor is present, all ground-disturbing activities shall be redirected within 50 feet of the find until a qualified paleontologist can be contacted to evaluate the find and make recommendations. If found to be significant and project activities cannot avoid the paleontological resources, a paleontological evaluation and monitoring plan, as described above, shall be implemented. Adverse effects to paleontological resources shall be mitigated, which may include monitoring, data recovery and analysis, a final report, and the accession of all fossil material to a paleontological repository. Upon completion of project ground-disturbing activities, a report documenting methods, findings, and recommendations shall be prepared and submitted to the paleontological repository.

CULT-3: Human Remains. If human remains are encountered, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately. At the same time, an archaeologist shall be contacted to evaluate the situation. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of identification. The Native American Heritage Commission shall identify a Native American Most Likely Descendent to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Upon completion of the evaluation, a report shall be prepared documenting the methods and results, as well as recommendations. The report shall be submitted to the City and the Northwest Information Center.

VI. GEOLOGY AND SOILS

IMPACT

Strong ground shaking can be expected at the site during moderate to severe earthquakes in the general region. This is common to virtually all developments in the greater San Francisco Bay Area. Implementation of Mitigation Measure GEO-1 would reduce potential risks associated with strong ground shaking to less than significant levels.

According to regional mapping of the site vicinity, the potential for liquefaction along the proposed alignment varies from low to high. The Geotechnical Investigation included a limited liquefaction analysis on the saturated, medium dense silty clayey sands encountered in some of the soil borings. Based on this analysis, the risk of liquefaction within the depths explored during the study would be low along most of the alignment, to moderate at some locations. The potential exists that there may also be potentially liquefiable soils at locations/depths other than those explored. Implementation of Mitigation Measure GEO-1 would reduce potential impacts to a level below significance.

As identified in the geotechnical investigation prepared for the proposed project (Lowney Associates 2004), the project site is located on a geological unit that could be subject to landslides, liquefaction, subsidence, or collapse. As described in Section VIa. above, the risk of liquefaction would be low along most of the alignment, to moderate at some locations. The probability of significant lateral spreading would also be low to moderate. Implementation of Mitigation Measure GEO-1 would reduce potential impacts to a level below significance.

Expansive soils are common on the hillsides and valleys of the City of Fairfield and could occur along the proposed pipeline alignment. Damage from expansive soils would be minimized or eliminated by using site-specific engineering techniques as recommended in the 2004 Geotechnical Investigation. Implementation of Mitigation Measure GEO-1 would reduce potential impacts related to expansive soil to a level below significance.

GEO-1: Geotechnical Recommendations. The project shall be constructed using the recommendations of the 2004 Geotechnical Investigation and the requirements of the Uniform Building Code to minimize any geophysical risks associated with construction of the proposed project. These recommendations are as follows:

- Construction areas shall be cleared of all deleterious materials and improvements to be removed including existing pavements, curbs, irrigation lines, debris, landscaping, and designated trees, shrubs, and associated roots.

- Excavations extending below the planned finished site grades shall be cleaned and backfilled with suitable material compacted as recommended in the 2004 Geotechnical Investigation.
- Abandoned utilities within the proposed pipeline shall be removed in their entirety. Utilities within the alignment shall only be considered for in-place abandonment provided they do not conflict with new improvements, that the ends and all laterals are located and completely grouted, and the previous fills associated with the utility do not pose a risk to the pipeline.
- If dewatering well points are used, ground water levels shall be maintained continuously at least 2 feet below the bottoms of excavations. Localized dewatering by placing sump pumps in excavations may also be used. Temporary dewatering methods, equipment, and operation shall be the responsibility of the contractor.
- The contractor shall be responsible for all trenches excavated at the site and design of any temporary excavation support and slopes. The contractor shall provide temporary excavation support, shoring, bracing, and benching in accordance with the strictest governing safety standard.
- Temporary shoring shall be designed for additional surcharges due to adjacent loads such as from construction vehicles and street traffic. To prevent excessive surcharging of the walls, heavy loads such as construction equipment and stockpiles of materials shall be kept at least 15 feet from the top of the excavations. If this is not possible, the shoring must be designed to resist the additional anticipated lateral loads. Shoring systems shall be designed with sufficient rigidity to prevent detrimental lateral displacements.
- Interior bracing shall be loaded to the design loads prior to excavation of the adjacent soil so that load induced strains in the retaining system will not result in the system moving toward the excavation. In addition, a relatively stiff shoring system shall be designed to limit deflections under loading.
- All voids behind the shoring system shall be filled to minimize potential problems as soon as feasible during installation of the shoring system.
- In conjunction with the shoring installation, a monitoring program shall be set up and carried out by the contractor to determine the effects of the construction on adjacent streets, sidewalks, utilities, parking areas, and other improvements.
- For open cut construction of the water main, the pipe subgrade and bedding shall be constructed in conformance with City of Fairfield Standard Specification Section 9 and modified Standard Detail 25. Pipe zone and fill above the pipe zone shall be placed and constructed in conformance with City of Fairfield Standard Specification Section 9 and modified Standard Detail 25.

- The contractor shall be responsible for the design and construction of the access pits. Copies of the access pit designs and calculations shall be provided to us and the project structural engineer for review.

VII. HAZARDS

IMPACT

During the planned construction work, excess soil would need to be disposed and dewatering activities would be performed resulting in the need to discharge extracted groundwater. Depending on the water quantity, disposal options may include discharge to the storm sewer system and off-site disposal at a treatment/recycling facility. Excess soil would be taken to a landfill or to another construction site for use as fill. Additional sampling would be required to obtain permission for soil disposal/reuse. Transportation of any hazardous materials generated by excavation would be covered under the Contaminated Materials Management Plan which will be approved by the RWQCB (Mitigation Measure HAZ-1). As such, any methods of transportation would need to be with licensed hazardous waste haulers, if any hazardous materials need to be transported off-site. Implementation of Mitigation Measure HAZ-1 would reduce potential impacts to a level below significance.

Construction of the proposed project would involve various types of construction equipment that may require supplies such as oil, fuel, and batteries. As discussed in Section IV. Biological Resources, all fueling and maintenance of vehicles and other equipment and staging areas would occur at least 20 meters from any streams or associated riparian habitat. If soil or groundwater contamination is encountered during project construction, the recommendations from the Phase II Environmental Site Assessment and mitigation measures would be implemented to address these areas. Proper procedures would be defined in the Health and Safety Plan, the Contaminated Materials Management Plan to abate hazards to workers, the public and the environment. Implementation of Mitigation Measures HAZ-1 through HAZ-3 below would reduce potential impacts to a level below significance.

There are several schools in the vicinity of the proposed pipeline alignment. As described in Section VIIa and VIIb above, the proposed project could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste during construction of the project. However, implementation of Mitigation Measures HAZ-1 through HAZ-3 (described below) would reduce potential impacts to a level below significance.

MITIGATION

HAZ-1: Contaminated Materials Management Plan. A Contaminated Materials Management Plan (CMMP) shall be prepared and implemented for project construction activities in the event that petroleum hydrocarbon-containing soil

and/or groundwater are encountered during construction activities. The CMMP shall include procedures and protocols for the proper management and disposal of contaminated materials encountered. The CMMP shall be submitted to the California Regional Water Quality Control Board for approval prior to commencement of the project. This plan shall include identification of closed UST sites which are identified as having residual petroleum hydrocarbon-containing soil within 500 feet of project excavation activities.

HAZ-2: Health and Safety Plan. A site-specific Health and Safety Plan shall be prepared by the selected contractor for the project that will present the methods to be used to protect workers and the public during the course of the project, including work performed in areas of contaminated soils and groundwater. This plan shall include identification of closed UST sites identified as having residual petroleum-hydrocarbon-containing soil within 500 feet of project excavation activities.

HAZ-3: Training. Construction crews that may encounter contaminated soils or groundwater shall be appropriately trained in accordance with state and federal health and safety regulations (Title 8 CCR Section 5192 and Title 29 CFR Section 1910.120).

VIII. HYDROLOGY AND WATER QUALITY

IMPACT

As described above, both Laurel and Ledgewood Creeks are impaired with diazinon from urban runoff/storm sewers. However, development of the proposed project would not result in a net increase in the amount of impervious surface area or an associated increase in the rate and volume of stormwater runoff. Long-term operation of the water transmission line would not violate any water quality standards or waste discharge requirements. To address potential erosion and water quality effects during construction, the proposed project shall incorporate Best Management Practices to control sedimentation and runoff. These measures would be consistent with the application for a stormwater permit from the RWQCB as mandated for projects in which one acre of more of disturbance would occur. City compliance with NPDES Permit is mandated by State and federal laws and new construction projects are required to comply with storm water general permits. If dewatering is necessary in areas where groundwater is encountered within the planned depth of excavation, depending on surface and groundwater levels at the time of construction, a permit for discharge of the extracted groundwater would be obtained from the RWQCB. This discharge shall be consistent with RWQCB requirements and as such would not result in a violation of water quality standards or waste discharge requirements. Implementation of Mitigation Measures HYDRO-1 through HYDRO-3 would ensure compliance with all regulatory requirements and would reduce potential impacts to less than significant levels.

Implementation of the proposed project would not significantly affect groundwater supplies, groundwater recharge, a net deficit in aquifer volume, or a lowering of the local groundwater level. Groundwater may be encountered during installation of the water transmission pipeline. However, no groundwater would be extracted per se. Dewatering, if necessary, would be conducted in compliance with the permit conditions of the Regional Water Quality Control Board. Implementation of Mitigation Measure HYDRO-3 would reduce potential impacts to a level below significance.

There would be no significant change in either drainage patterns or on-site or off-site effects from erosion and siltation. After installation of the water line, soils would be compacted and recovered to be consistent with current topography. Water would continue to flow in Laurel, Ledgewood, Pennsylvania Avenue and Union Avenue Creeks. During construction, Best Management Practices would be implemented, consistent with the stormwater permit issued by the RWQCB, so that on-site and off-site erosion and sedimentation would be controlled to the extent practicable. Implementation of Mitigation Measures HYDRO-1 through HYDRO-3 would reduce potential impacts related to erosion and siltation to a level below significance.

MITIGATION

HYDRO-1: Notice of Intent. The project applicant shall file a Notice of Intent (NOI) with the RWQCB to be covered under the Statewide General Permit for Discharges of Stormwater Runoff Associated with Construction Activity and proposed control measures that are consistent with the State General Permit.

HYDRO-2: Stormwater Pollution Prevention Plan. A Stormwater Pollution Prevention Plan (SWPPP) shall be developed and implemented in consultation with the City of Fairfield, FSSD, RWQCB, and other regulatory agencies. It shall include BMPs to reduce potential impacts to surface water quality through the construction and life of the project. The SWPP shall adhere to the following requirements:

- The SWPPP shall include measures to avoid creating contaminants, minimize the release of contaminants, and water quality control measures to minimize contaminants from entering surface water or percolating into the ground.
- The water quality control measures shall address both construction and operations periods.
- Fluvial erosion and water pollution related to construction shall be controlled by a construction water pollution control program that shall be filed with the appropriate agency and kept current throughout any site development phase.
- The water pollution prevention program shall include BMPs, as appropriate, given the specific circumstances of the site and project.

- The SWPPP shall be submitted for review and approval to the RWQCB.
- A spill prevention and countermeasure plan shall be incorporated into the SWPPP.

HYDRO-3: Dewatering. If dewatering is necessary in areas where groundwater is encountered within the planned depth of excavation, a permit for discharge of the extracted groundwater shall be obtained from the RWQCB prior to construction in areas where dewatering is required. Permit conditions shall ensure that project discharge shall be consistent with RWQCB requirements and as such shall not result in violation of water quality standards or waste discharge requirements.

XI. NOISE

IMPACT

Construction of the proposed project would add short-term and intermittent noise from use of equipment and vehicles. Within 50 feet from the noisiest source, noise levels from construction activities could average about 81 to 90 dBA (jack hammers, pneumatic tools). Construction period noise is not expected to be significant, given that construction noise would be short-term and intermittent. Noise measures, including muffling of construction equipment and maximization of setbacks from occupied buildings would be implemented to reduce noise impacts to the extent practicable during construction. Implementation of Mitigation Measures NOISE-1 through NOISE-5 would reduce potential impacts to a level below significance.

Temporary intermittent noise from short-term construction activities associated with the development of the project would occur. The level would be elevated compared to existing ambient noise. However, it would be a short-term source and therefore would not be considered significant. No substantial increase in existing ambient noise levels would result from long-term operation of the project. Implementation of Mitigation Measures NOISE-1 through NOISE-5 would reduce potential construction-related noise impacts to a level below significance.

MITIGATION

NOISE-1: Construction Hours. During construction, the City shall require that the contractor shall ensure that all construction is performed in accordance with applicable City noise standards and guidelines. No noise-generating construction activity shall be conducted between 10 p.m. and 7 a.m.

NOISE-2: Sound Control Devices for Construction Equipment. During construction, the City shall require the contractor to ensure that all equipment is maintained in proper working order, including proper muffling.

NOISE-3: Location of Portable Equipment. During construction, the contractor shall locate portable equipment as far as possible from adjacent residences.

NOISE-4: Storage and Maintenance of Equipment. During construction, the contractor shall store and maintain equipment as far as possible from adjacent residences.

NOISE-5: Noise-Reducing Measures for Construction. If construction-related noise exceeds City standards for non-transportation sources, the City shall require the contractor to implement additional appropriate noise-reducing measures, including but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around construction noise sources.

XV. TRANSPORTATION/TRAFFIC

IMPACT

Lane Closures/Detours. Typical pipeline construction areas that occur in or next to roadways are approximately 50 feet in width. This area would accommodate proposed activities including: digging a trench, installing the pipe, backfilling, compacting the fill material, and reconstructing/paving the surface area. At the locations where the pipeline would run parallel to and/or longitudinally within a public road right-of-way, portions of the roadway that would normally be used for traffic circulation and/or parking would be temporarily unavailable. Detouring around each construction zone would be necessary. Construction activities within roadways would temporarily displace the equivalent of at least two lanes along each roadway that would be encroached by the proposed route. This displacement would block two travel lanes, one travel lane and the adjacent shoulder/parking area, or just the shoulder/parking area depending upon the pipeline's lateral placement within the road right-of-way. It is estimated that lane blockages would last for durations varying between a few days to two to three weeks at any given location. The pipeline would traverse a number of streets with varying degrees of daily through traffic volumes. Many arterial and collector roadways, as well as rural and local roadways may potentially be blocked for a period of at least 48 hours. Implementation of Mitigation Measure CIRC-1 through CIRC-2 would reduce potential impacts to roadway blockage to a level below significance.

Access Impacts. Construction could temporarily block access to and for adjacent businesses, residences, and or other property. Implementation of Mitigation Measures CIRC-3 and CIRC-4 would reduce potential impacts to a level below significance.

Construction Traffic Volumes. Construction activities would generate additional traffic on the roadways in the project area as construction workers, equipment delivery trucks,

and excavation trucks travel to and from the pipeline construction zones. Automobile traffic generated by construction workers would be at two specific times during the day, arriving at the staging areas and construction sites in the morning and leaving in the afternoon (for a daytime shift). Truck trips would be distributed throughout the day. As compared to the existing traffic volumes on the arterial streets serving the project area, the temporary increase in traffic generated by construction of the pipeline would be minimal. Implementation of Mitigation Measure CIRC-5 would further minimize potential impacts.

The proposed project consists of installation of a waterline to transport water from the North Bay Regional Water Plant (NBR) to Cordelia. There are not incompatible uses or hazardous design features associated with operation of the project. However, during construction activities, a short-term increase in the potential for accidents involving motor vehicles, bicycles, and/or pedestrians could occur. Because of the temporary disruption to traffic flow, the removal of lanes, the presence of construction equipment in the public right-of-way, and the localized increase in traffic congestion, drivers would be presented with unexpected driving conditions and obstacles. This could potentially result in an increased occurrence of automobile accidents. Implementation of Mitigation Measure CIRC-1 would reduce potential impacts to a level below significance.

MITIGATION

CIRC-1: Traffic Control Plans. The contractor shall develop and implement Traffic Control Plans (TCPs) prepared by a registered Traffic Engineer for the entire pipeline route at all locations where construction activities would affect the existing transportation system. Input and approval of TCPs shall be obtained from each responsible public agency. Temporary speed limit restrictions shall be considered within the construction zone. The TCP shall define the use of flaggers, warning signs, lights, barricades, cones, etc. according to standard guidelines required by the City. Further, the contractor shall maintain the work site, including traffic control, in a safe condition at all times, even outside of normal work hours.

CIRC-2: Construction Equipment Safety. When working in or near existing roadways, the City shall ensure that the contractor maintains all equipment within work areas designated by the traffic control devices. The City shall ensure that the contractor properly loads equipment onto appropriate work trucks and trailers for transport to other work sites. The contractor shall not be allowed to use active roadways to relocate construction equipment that are not licensed for use on public roads.

CIRC-3: Minimize Access Concerns. Prior to finalizing construction plans, the City shall identify all land uses along the right-of-way with access concerns. The City shall develop construction scheduling to minimize impacts to businesses, institutions, or residential areas, scheduling construction to avoid the hours or

days of the week during which land uses receive the most activity, and avoiding peak traffic times adjacent to residential areas. In addition, the City shall ensure that at least one access driveway is left unblocked during all business hours or hours of use. Notices shall be posted along the construction right-of-way or schedules shall be provided to the landowners or tenants at least 30 days prior to construction. If access problems can be avoided by scheduling night construction in non-residential areas, this option should be considered.

CIRC-4: Notification of Roadway Construction. Notices shall be posted along the construction right-of-way that explain the specific location and duration of the pipeline and construction activities within each roadway at least 30 days in advance of construction. The City shall identify any potential obstructions to property access, and shall make alternative access provisions for each landowner if necessary.

CIRC-5: Coordination on Staging Areas. The contractor shall submit the location of proposed staging areas to appropriate local jurisdictions for review and approval. The contractor shall state the size of the area, the purpose (*e.g.*, storage of equipment and employee parking), the number of vehicles and pieces of equipment to be stored, and the duration (in number of days and number of hours per day) that each staging area shall be used.

CIRC-6: Emergency Service Providers. The contractor shall coordinate at least 30 days in advance of construction with any emergency service providers to avoid restricting movements of emergency vehicles. Police departments, fire departments, ambulance services, and paramedic services shall be notified in advance of the proposed locations, nature, timing, and duration of any construction activities and advised of any access restrictions that could impact their effectiveness. At locations where access to nearby property is blocked, provisions shall be ready at all times to accommodate emergency vehicles, such as plating over excavations, short detours, and alternate routes in conjunctions with local agencies. The Traffic Control Plans (Mitigation Measure CIRC-1) shall include details regarding emergency service provider coordination and procedures, and copies of the plans shall be provided to all relevant service providers.

CIRC-7: Pedestrian/Bicycle Access. The City shall provide alternative pedestrian/bicycle access routes to avoid obstruction to pedestrian/bicycle circulation. Where existing pedestrian circulation routes or bike trails would be obstructed by pipeline construction, alternative access routes shall be developed and signed/marked appropriately, in conjunction with local agencies.

DETERMINATION: On February 14, 2006, the City of Fairfield Department of Planning and Development Zoning Administrator conducted a duly noticed Public Hearing and determined that the proposed project, as submitted, will not have a significant effect on the environment, including any adverse effect, either individually or cumulatively on wildlife resources.

The Initial Study was prepared by LSA Associates for the Department of Planning and Development, City of Fairfield. A copy of the Initial Study is attached. Additional information may be obtained at the Department of Planning and Development, 1000 Webster Street, Room 200, City Hall, Fairfield, California, 94533.

SEAN QUINN, Director

See NOTE below

SCH #_____

Notice of Completion **Form A**

Mail to: State Clearinghouse, 1400 Tenth Street, P.O. Box 3044, Sacramento, CA 95812-3044 (916/445-0613)

Project Title: City of Fairfield East-West Water Transmission Pipeline Project

Lead Agency: City of Fairfield, Department of Planning and Development

Contact Person: Joseph A. Lucchio

Street Address: 1000 Webster Street, Room 200

Phone: 707/428-7647

City: Fairfield Zip: 94533

County: Solano County

Project Location
County: Solano County City/Nearest Community: Fairfield

Cross Streets: Hale Ranch Road/Cordelia Road and Cement Hill Road/Clay Bank Road Zip Code: 94533

Assessor's Parcel No. N/A Section:_ Twp.____ Range:__ Base:_

Within 2 Miles: State Hwy #: State Route 12, Interstate-80 Waterways: Ledgewood Creek, Laurel Creek

Airports: none Railways: Union Pacific and Redwood Northern R.R.

Schools: Armijo High

Document Type

CEQA: ~ NOP
~ Early Cons
XX Mitigated Neg Dec
~ Draft EIR
~ Supplement/Subsequent
~ EIR (Prior SCH No.)_____
~ Other_____

NEPA: ~ NOI
~ EA
~ Draft EIS
~ FONSI

Other:
~ Joint Document
~ Final Document
~ Other_____

Local Action Type

~ General Plan Update
~ General Plan Amendment
~ General Plan Element
~ Community Plan
~ Specific Plan
~ Master Plan
~ Planned Unit Development
~ Site Plan
~ Rezone
~ Prezone
~ Use Permit
~ Land Division (Subdivision Parcel Map, Tract Map, etc.)
~ Annexation
~ Redevelopment
~ Coastal Permit
X **Other - Encroachment**

Development Type

~ Residential: Units____ Acres____
~ Office: Sq. ft.____ Acres____ Employees_____
~ Commercial: Sq. ft.____ Acres____ Employees_____
~ Industrial: Sq. ft.____ Acres____ Employees_____
~ Education _____
~ Recreational _____

XX Water Facilities: Type Transmission line
~ Transportation: Type_____
~ Mining: Mineral_____
~ Power: Type_____ Watts_____
~ Waste Treatment: Type_____
~ Hazardous Waste: Type_____
~ Other:_____

Project Issues Discussed In Document

~ Aesthetic/Visual	~ Flood Plain/Flooding	~ Schools/Universities	X **Water Quality**
~ Agricultural Land	~ Forest Land/Fire Hazard	~ Septic Systems	~ Water Supply/Groundwater
X **Air Quality**	X **Geologic/Seismic**	~ Sewer Capacity	X **Wetland/Riparian**
~ Archeological/Historical	~ Minerals	X **Soil Erosion/Compaction/ Grading**	~ Wildlife
~ Coastal Zone	X **Noise**	~ Solid Waste	~ Growth Inducing
~ Drainage/Absorption	~ Population/Housing Balance	X **Toxic/Hazardous**	~ Land Use
~ Economic/Jobs	~ Public Services/Facilities	X **Traffic/Circulation**	~ Cumulative Effects
~ Fiscal	~ Recreation/Parks	~ Vegetation	X **Other:** **Cultural**

Present Land Use/Zoning/General Plan Use

Public rights of way. Major Arterial, Minor Arterial, Collector, and both RM (Medium Density Residential) and RH (High Density Residential) in Fairfield. In the City of Suisun City, PUD Commercial, Commercial Service, General Commercial, and Residential Medium Density.

Project Description

The City of Fairfield proposes to construct the East-West Water Transmission Pipeline project (also known as Crosstown), a 36-inch potable water transmission line to connect existing water mains at the Hale Ranch Road/Cordelia Road and Cement Hill Road/Clay Bank Road intersections. The purpose of the new transmission main is to pump water from the North Bay Regional Water Plant (NBR) to Cordelia providing a redundant system for the existing waterline. Several possible route alternatives were evaluated to identify the preferred alignment. The proposed route was determined based on factors such as length, avoiding utility conflicts, right-of-way acquisition, and minimizing traffic impacts. A third of the route parallels the new Kinder Morgan 20-inch fuel line.

The project would consist of 7.2 miles of 36-inch diameter concrete cylinder pipe or cement lined coated steel pipe. It would be constructed with bore and jack under-crossings at certain specified locations below railroads, streets, utilities, culverts, and creeks. A total of seventeen bore and jack crossings would be required.

The project would utilize existing City of Fairfield right-of-way, where available, and as required, City of Suisun City, Solano County, and Caltrans right-of-way. The proposed route would require permanent and temporary construction easement acquisition on approximately a dozen properties.

Due to the length of the proposed water line, construction would be phased over a number of years.

NOTE: Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. from a Notice of Preparation or previous draft document) please fill it in.

KEY

S = Document sent by lead agency
X = Document sent by SCH
% = Suggested distribution

REVIEWING AGENCIES

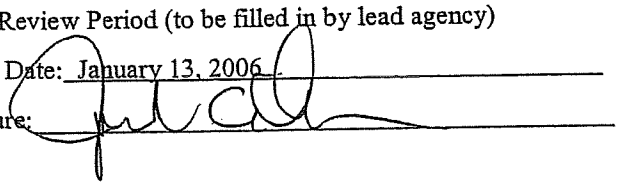
___Resources Agency
___Boating & Waterways
___Coastal Commission
___Coastal Conservancy
___Colorado River Board
___Conservation
_%_Fish & Game
___Forestry
___Office of Historic Preservation
___Parks & Recreation
___Reclamation
_%_ S.F. Bay Conservation & Development Commission
_%_Water Resources (DWR)
___Business, Transportation & Housing
___Aeronautics
___California Highway Patrol
_%_CALTRANS **District #4**
___Department of Transportation Planning (headquarters)
___Housing & Community Development
___Food & Agriculture
___Health & Welfare
___Health Services _____
___State & Consumer Services
___General Services
___OLA (Schools)

___Environmental Affairs
___Air Resources Board
___APCD/AQMD **(Bay Area Air Quality Management District)**
___California Waste Management Board
___SWRCB: Clean Water Grants
___SWRCB: Delta Unit
___SWRCB: Water Quality
___SWRCB: Water Rights
_%_Regional WQCB #___ **(San Francisco Bay Region)**
___Youth & Adult Corrections
___Corrections
___Independent Commissions & Offices
___Energy Commission
___Native American Heritage Commission
___Public Utilities Commission
___Santa Monica Mountains Conservancy
_%_State Lands Commission
___Tahoe Regional Planning Agency
___Other_____

Public Review Period (to be filled in by lead agency)

Stating Date: January 13, 2006

Ending Date: February 13, 2006

Signature: 

Date: 1-12-06

Lead Agency (Complete if applicable):
Consulting Firm: LSA Associates
Address: 157 Park Place
City/State/Zip: Point Richmond, CA 94801
Contact: Steve Foreman
Phone: (510) 236-6810

Applicant: City of Fairfield
Address: 1000 Webster Street
City/State/Zip: Fairfield, CA 94533
Phone: (707) 428-7647

For SCH Use Only:
Date Received at SCH:_____
Date Review Starts:_____
Date to Agencies:_____
Date to SCH:_____
Clearance Date:_____
Notes:

CITY OF FAIRFIELD
PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE ZONING ADMINISTRATOR OF THE CITY OF FAIRFIELD will hold a public hearing on the following item:

CITY OF FAIRFIELD EAST-WEST WATER TRANSMISSION PIPELINE PROJECT -- Mitigated Negative Declaration (E.R. 2006-1). To consider the application of the City of Fairfield to construct a 36-inch potable water transmission line to connect existing water mains from the Hale Ranch Road/Cordelia Road intersection to the Cement Hill Road/Clay Bank Road intersection.

HEARING TIME: 1:15 p.m. **PLANNER: Joe Lucchio**

NOTICE IS HEREBY FURTHER GIVEN THAT said public hearing will be held on **TUESDAY FEBRUARY 14, 2006,** beginning at the aforementioned time in the second floor large conference room of City Hall, 1000 Webster Street, at which time and place any and all interested parties may appear and be heard. If you challenge any of the above-cited items in court, you may be limited to only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the Planning and Development Department at or prior to the public hearing. Any party aggrieved or affected by a decision or determination by the Zoning Administrator in the administration of the City's Development Regulations may file an appeal within ten (10) calendar days of the decision or determination using the appeal form available from the Department of Planning and Development. To file an appeal, complete the form and submit it to the Department of Planning and Development, 1000 Webster Street, Room 200, Fairfield, CA 94533 no later than ten (10) calendar days from the date of this hearing. No postmarks will be accepted. For additional information, please call 707/428-7647.

TO BE PUBLISHED BY THE DAILY REPUBLIC ON: SATURDAY, JANUARY 14, 2006

BILL TO: PLANNING AND DEVELOPMENT

VICINITY MAP

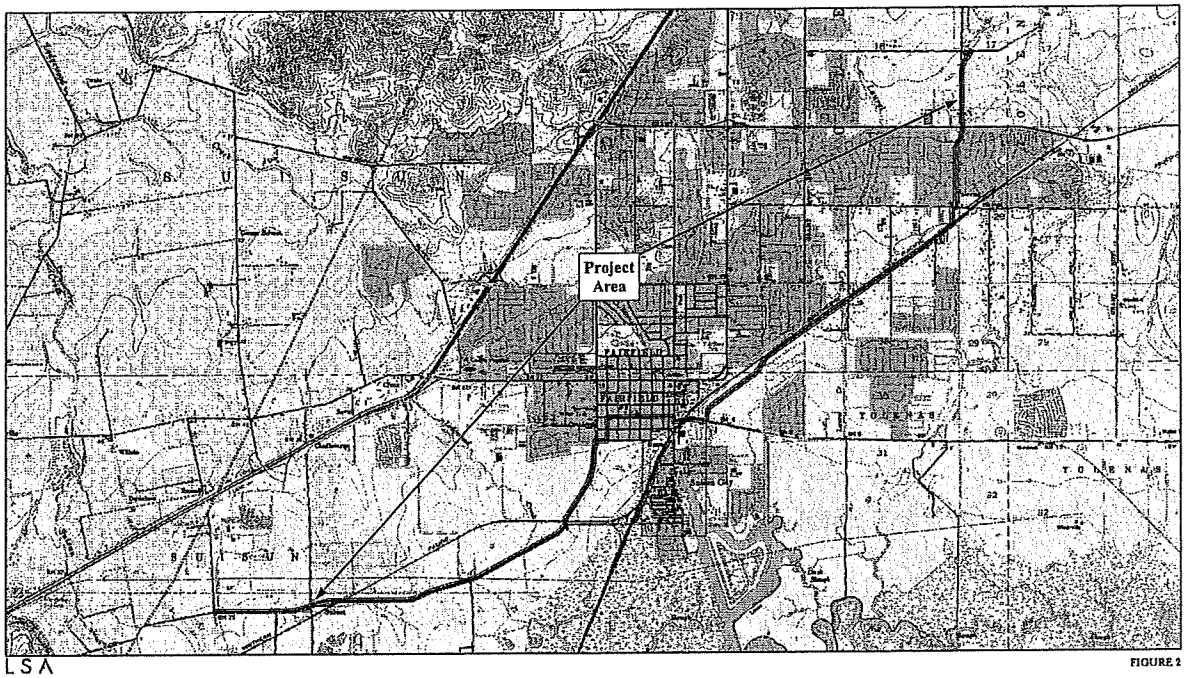


FIGURE 2

East-West Water Transmission Pipeline
Fairfield, Solano County, California

Project Area

SF DISTRICT ARMY CORPS OF ENGINEERS
JANE HICKS, BRANCH CHIEF
333 MARKET STREET, 8TH FLOOR
SAN FRANCISCO, CA 94105

CITY OF SUISUN CITY
COMMUNITY DEVELOPMENT DEPARTMENT
701 CIVIC CENTER BLVD.
SUISUN CITY, CA 94585

SOLANO COUNTY
DEPARTMENT OF RESOURCE MANAGEMENT
675 TEXAS STREET, SUITE 5500
FAIRFIELD, CA 94533

SOLANO IRRIGATION DISTRICT
508 ELMIRA ROAD
VACAVILLE, CA 95687

KINDER-MORGAN
DON QUINN
1100 TOWN AND COUNTRY
ORANGE, CA 92868

COMCAST
KEITH LEE
2250 BOYNTON AVENUE
FAIRFIELD, CA 94533

SACRAMENTO-SAN JOAQUIN DRAINAGE DISTRICT
MIKE PETERSON
RECLAMATION BOARD FLOODWAY PROTECTION SECTION
33310 EL CAMINO AVENUE, SUITE LL40
SACRAMENTO, CA 95821

USFWS
ERIC TATTERSALL
2800 COTTAGE WAY, W-2605
SACRAMENTO, CA 95825

CITY OF VALLEJO
COMMUNITY DEVELOPMENT DEPARTMENT
555 SANTA CLARA STREET
VALLEJO, CA 94590

FAIRFIELD-SUISUN SEWER DISTRICT
1010 CHADBOURNE ROAD
FAIRFIELD, CA 94533

RAILAMERICA
TRACY TEJADA/JOHN NEVINS
129 KLAMATH COURT
AMERICAN CANYON, CA 94503

SBC
ALICIA ENOS
40 EXECUTIVE COURT
NAPA, CA 94558

UNION PACIFIC RAILROAD
JON DEVISH
1400 DOUGLAS, ROOM 1690
OMAHA, NE 68179

PG&E
LAND RIGHTS
ATTENTION: LAND AGENT
343 SACREMENTO STREET
AUBURN, CA 95603

S:\DATA\ED\JOE\East West Waterline\Distribution_list.doc

LEGAL AD POSTING

☐ PLANNING COMMISSION MEETING OF _____
☐ CITY COUNCIL MEETING OF _____
☒ ADMINISTRATIVE HEARING OF 2/14/06
☐ NCDRC MEETING OF _____
☐ REDEVELOPMENT AGENCY HEARING OF _____

E-MAILED ON 1/13/06 **TO:**
☒ SENIOR CENTER - RITA MICJENKA
☒ COMMUNITY SERVICES - ANTHONY BELLINI

FAXED ON 1/13/06 **TO:**
☒ CITY HALL AT THE MALL - 399-8534

POSTED ON 1/13/06 **AT:**
☒ CITY HALL LOBBY
☒ POLICE DEPARTMENT
☒ COUNCIL CHAMBERS POSTING WINDOW

MAILED ON 1/13/06 **TO:**
☒ CASEY SONDGEROTH AT ADAMS BROADWELL JOSEPH CARDOZO
☐ ANDREA BRUNS AT PCIA.COM **(wireless telecommunications projects only)**

PROJECT(S): East-West Water Line

E-MAIL SENT TO DAILY REPUBLIC: 1/12/06

E-MAIL CONFIRMED BY DAILY REPUBLIC: 1/12/06

LARGE NOTICE AND 25 SMALL NOTICES: No pm Joe

LABELS MAILED ON: 1/13/06

CONFERENCE ROOM RESERVED:
☒ YES ☐ NO ☐ LARGE ☒ SMALL

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Solano

I am a citizen of the United States and a resident of the County aforesaid. I am over the age of eighteen years and not a party to or interested in the above-entitled matter. I am the principal Clerk of the printer for the:
DAILY REPUBLIC
P.O. Box 47 (1250 Texas Street)
FAIRFIELD, CA 94533
a newspaper of general circulation printed and published mornings, daily and Sunday, in the City of Fairfield, County of Solano, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Solano, State of California, Case Number 25875, on June 30, 1952, that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates to-wit:
January 14,
in the year 2006
I certify (or declare) under penalty of perjury that the foregoing is true and correct. Dated at: Fairfield, California this 14th Day of January 2006

Beverly Burton
Legal Advertising Clerk

This space for the
County Clerk's Filing Stamp

RECEIVED
JAN 24 2006
CITY OF FAIRFIELD
PLANNING AND DEVELOPMENT

Proof of Publication of:
PUBLIC NOTICE

CITY OF FAIRFIELD
PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE ZONING ADMINISTRATOR OF THE CITY OF FAIRFIELD will hold a public hearing on the following item:

CITY OF FAIRFIELD EAST-WEST WATER TRANSMISSION PIPELINE PROJECT - Mitigated Negative Declaration (E.R. 2006-1). To consider the application of the City of Fairfield to construct a 36-inch potable water transmission line to connect existing water mains from the Hale Ranch Road / Cordelia Road intersection to the Cement Hill Road / Clay Bank Road intersection.

HEARING TIME 1:15 p.m. PLANNER: Joe Lucchio

NOTICE IS HEREBY FURTHER GIVEN THAT said public hearing will be held on **TUESDAY FEBRUARY 14, 2006**, beginning at the aforementioned time in the second floor large conference room of City Hall, 1000 Webster Street, at which time and place any and all interested parties may appear and be heard. If you challenge any of the above-cited items in court, you may be limited to only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the Planning and Development Department at or prior to the public hearing. Any party aggrieved or affected by a decision or determination by the Zoning Administrator in the administration of the City's Development Regulations may file an appeal within ten (10) calender days of the decisions or determination using the appeal form available from the Department of Planning and Development. To file an appeal, complete the form and submit it to the Department of Planning and Development. To file an appeal, complete the form and submit it to the Department of Planning and Development, 1000 Webster Street, Room 200, Fairfield, CA 94533 no later than ten (10) calender days from the date of this hearing. No postmarks will be accepted. For additional information, please call (707) 428-7647.
Published: January 14, 2006

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Sean Walsh
Director

February 15, 2006

Joseph A. Lucchio
City of Fairfield
1000 Webster Street, Room 200
Fairfield, CA 94533

Subject: City of Fairfield East-West Water Transmission Pipeline Project
SCH#: 2006012062

Dear Joseph A. Lucchio:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on February 14, 2006, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2006012062
Project Title City of Fairfield East-West Water Transmission Pipeline Project
Lead Agency Fairfield, City of

Type MN Mitigated Negative Declaration
Description D

The City of Fairfield proposes to construct the East-West Water Transmission Pipeline project (also known as Crosstown), a 36-inch potable water transmission line to connect existing water mains at the Hale Ranch Road/Cordelia Road and Cement Hill Road/Clay Bank Road intersections. The purpose of the new transmission main is to pump water from the North Bay Regional Water Plant (NBR) to Cordelia providing a redundant system for the existing waterline. Several possible route alternatives were evaluated to identify the preferred alignment. The proposed route was determined based on factors such as length, avoiding utility conflicts, right-of-way acquisition, and minimizing traffic impacts. A third of the the route parallels the new Kinder Morgan 20-inch fuel line.

Lead Agency Contact

Name Joseph A. Lucchio
Agency City of Fairfield
Phone (707) 428-7647 **Fax**
email
Address 1000 Webster Street, Room 200
City Fairfield **State** CA **Zip** 94533

Project Location

County Solano
City Fairfield
Region
Cross Streets Hale Ranch Road/Cordelia Road and Cement Hill Road/Clay Bank Road
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways SR 12, I-80
Airports
Railways UPRR and Redwood Northern RR
Waterways Ledgewood Creek, Laurel Creek
Schools Armijo High
Land Use Public rights of way. Major Arterial, Minor Arterial, Collector, and both RM (Medium Density Residential) and RH (High Density Residential) in Fairfield. In the City of Suisun City, PUD Commercial, Commercial Service, General Commercial, and Residential Medium Density.

Project Issues Air Quality; Geologic/Seismic; Noise; Other Issues; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Water Quality; Wetland/Riparian

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 2; Department of Parks and Recreation; Native American Heritage Commission; Public Utilities Commission; Department of Health Services; Department of Fish and Game, Region 3; Department of Water Resources; Department of Conservation; California Highway Patrol; Caltrans, District 4; Department of Toxic Substances Control; State Water Resources Control Board, Clean Water Program; Office of Historic Preservation

Date Received 01/13/2006 **Start of Review** 01/13/2006 **End of Review** 02/14/2006

Note: Blanks in data fields result from insufficient information provided by lead agency.

State of California – The Resources Agency
DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
POST OFFICE BOX 47
YOUNTVILLE, CALIFORNIA 94599
(707) 944-5500

ARNOLD SCHWARZENEGGER, Governor

February 10, 2006

Mr. Joseph Lucchio
City of Fairfield
Department of Planning and Development
1000 Webber Street
Fairfield, CA 94533-4883

Dear Mr. Lucchio:

City of Fairfield East-West Water Transmission Pipeline project
Fairfield, Solano County
SCH 2006012062

The Department of Fish and Game (DFG) has reviewed the document for the subject project. Please be advised this project may result in changes to fish and wildlife resources as described in the California Code of Regulations, Title 14, Section 753.5(d)(1)(A)-(G). Therefore, a de minimis determination is not appropriate, and an environmental filing fee as required under Fish and Game Code Section 711.4(d) should be paid to the Solano County Clerk on or before filing of the Notice of Determination for this project.

For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream, or use material from a streambed, DFG may require a Streambed Alteration Agreement (SAA), pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant. Issuance of SAAs is subject to the California Environmental Quality Act (CEQA). DFG, as a responsible agency under CEQA, will consider the CEQA document for the project. The CEQA document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for completion of the agreement. To obtain information about the SAA notification process, please access our website at www.dfg.ca.gov/1600; or to request a notification package, contact the Streambed Alteration Program at (707) 944-5520.

If you have any questions, please contact Mr. Greg Martinelli, Environmental Scientist, at (707) 944-5570; or Mr. Scott Wilson, Habitat Conservation Supervisor, at (707) 944-5584.

Sincerely,

Robert W. Floerke
Regional Manager
Central Coast Region

cc: State Clearinghouse

Conserving California's Wildlife Since 1870

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5513
TTY (800) 735-2929

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Be energy efficient!

February 10, 2006

SOL012213
SOL–12–R4.07
SCH # 2006012062

Mr. Joseph A. Lucchio
City of Fairfield
Department of Planning and Development
1000 Webster Street, Room 200
Fairfield, CA 94533

Dear Mr. Lucchio:

East-West Water Transmission Pipeline Project – Mitigated Negative Declaration

Thank you for including the California Department of Transportation (Department) in the environmental review for the above–referenced project. We have reviewed the Mitigated Negative Declaration and offer the following comments:

As part of the proposed Transportation/Traffic mitigation measures described in the document, Traffic Control Plans (TCPs) prepared by a registered traffic engineer will be required. Please submit a copy of the TCPs to the Department for our review prior to the commencement of the encroachment permit process. At that time we will comment further on the mitigation measures affecting the State's right of way (ROW) at State Route (SR) 12/Pennsylvania Avenue.

SR–12/Beck Avenue and SR–12/Pennsylvania Avenue are currently signalized and are operating at ultimate capacity during peak hour traffic periods. Please consider this delay factor when developing the TCPs.

We would appreciate a written response to the above comments prior to the commencement of the permit application process.

Work or traffic control within the State right–of–way (ROW) requires an encroachment permit that is issued by the Department. To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation and five (5) sets of plans that clearly indicate State ROW to the following address:

Mr. Sean Nozzari, District Office Chief
Office of Permits
California Department of Transportation, District 4
P. O. Box 23660
Oakland, CA 94623–0660

Should you have any questions about this letter or require further information, please call Christian Bushong at (510) 286–5606.

Sincerely,

Timothy C. Sable

TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c. State Clearinghouse

State of California – The Resources Agency
ARNOLD SCHWARZENEGGER, Governor
DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
POST OFFICE BOX 47
YOUNTVILLE, CALIFORNIA 94599
(707) 944-5500

February 10, 2006

Clear 2-14-06 e

Mr. Joseph Lucchio
City of Fairfield
Department of Planning and Development
1000 Webber Street
Fairfield, CA 94533-4883

Dear Mr. Lucchio:

City of Fairfield East-West Water Transmission Pipeline project
Fairfield, Solano County
SCH 2006012062

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If you have any questions, please contact Mr. Greg Martinelli, Environmental Scientist, at (707) 944-5570; or Mr. Scott Wilson, Habitat Conservation Supervisor, at (707) 944-5584.

Sincerely,

Robert W. Floerke
Regional Manager
Central Coast Region

cc: State Clearinghouse

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5513
TTY (800) 735-2929

Flex your power!
Be energy efficient!

clear
2-14-06
C

February 10, 2006

SOL012213
SOL–12–R4.07
SCH # 2006012062

Mr. Joseph A. Lucchio
City of Fairfield
Department of Planning and Development
1000 Webster Street, Room 200
Fairfield, CA 94533

Dear Mr. Lucchio:

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Office of Permits
California Department of Transportation, District 4
P. O. Box 23660
Oakland, CA 94623–0660

Should you have any questions about this letter or require further information, please call Christian Bushong at (510) 286–5606.

Sincerely,

Timothy C. Sable

TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c. State Clearinghouse

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Sean Walsh
Director

February 16, 2006

RECEIVED
FEB 21 2006
CITY OF FAIRFIELD
PLANNING AND DEVELOPMENT

Joseph A. Lucchio
City of Fairfield
1000 Webster Street, Room 200
Fairfield, CA 94533

Subject: City of Fairfield East-West Water Transmission Pipeline Project
SCH#: 2006012062

Dear Joseph A. Lucchio:

The enclosed comment (s) on your Mitigated Negative Declaration was (were) received by the State Clearinghouse after the end of the state review period, which closed on February 14, 2006. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2006012062) when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Department of Toxic Substances Control

Alan C. Lloyd, Ph.D.
Agency Secretary
Cal/EPA

700 Heinz Avenue, Suite 200
Berkeley, California 94710-2721

Arnold Schwarzenegger
Governor

February 14, 2006

Mr. Joseph A. Lucchio
Department of Planning and Development
City of Fairfield
1000 Webster Street, Room 200
Fairfield, California 94533

Dear Mr. Lucchio:

Thank you for the opportunity to comment on the Initial Study/ Mitigated Negative Declaration for the East-West Water Transmission Pipeline Project (SCH # 2006012062). As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a potential Responsible Agency, DTSC is submitting comments to ensure that the environmental documentation prepared for this project to address the California Environmental Quality Act (CEQA) adequately addresses any remediation of hazardous substance releases that may be necessary.

On page 33 of Hazards section, Mitigation Measure Haz-1 is included because of the potential to encounter contaminated soil and groundwater during construction activities. Soil and groundwater samples should be collected prior to construction to determine the full extent of contamination and if cleanup is required.

DTSC typically recommends that sampling of potentially contaminated sites be done in conjunction with the CEQA evaluation and that sampling results, the remedial activities that would be implemented as part of the project, the cleanup criteria, and the impacts associated with remediation be discussed in the CEQA document. If remediation activities include soil excavation, the CEQA document may need to address the following: (1) potential air impacts and health impacts associated with the excavation activities; (2) any applicable local standards which may be exceeded as a result of the excavation activities, including dust levels and noise; (3) transportation impacts from the removal activities; and (4) risk of upset should there be an accident at the Site during implementation of cleanup activities.

Please contact Claude Jemison of my staff at (510) 540-3803 if you have any questions. Thank you in advance for your cooperation in this matter.

Sincerely,

Karen M. Toth, P.E.
Unit Chief
Northern California
Coastal Cleanup Operations Branch

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Guenther Moskat
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

Department of Toxic Substances Control

Alan C. Lloyd, Ph.D.
Agency Secretary
Cal/EPA

700 Heinz Avenue, Suite 200
Berkeley, California 94710-2721

Arnold Schwarzenegger
Governor

clear
2-14-06
late

February 14, 2006

Mr. Joseph A. Lucchio
Department of Planning and Development
City of Fairfield
1000 Webster Street, Room 200
Fairfield, California 94533

Dear Mr. Lucchio:

Thank you for the opportunity to comment on the Initial Study/ Mitigated Negative Declaration for the East-West Water Transmission Pipeline Project (SCH # 2006012062). As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a potential Responsible Agency, DTSC is submitting comments to ensure that the environmental documentation prepared for this project to address the California Environmental Quality Act (CEQA) adequately addresses any remediation of hazardous substance releases that may be necessary.

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STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Sean Walsh
Director

March 13, 2006

RECEIVED
MAR 14 2006
CITY OF FAIRFIELD
PLANNING AND DEVELOPMENT

Joseph A. Lucchio
City of Fairfield
1000 Webster Street, Room 200
Fairfield, CA 94533

Subject: City of Fairfield East-West Water Transmission Pipeline Project
SCH#: 2006012062

Dear Joseph A. Lucchio:

The enclosed comment (s) on your Mitigated Negative Declaration was (were) received by the State Clearinghouse after the end of the state review period, which closed on February 14, 2006. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2006012062) when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

STATE OF CALIFORNIA -- THE RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, *Governor*

DEPARTMENT OF WATER RESOURCES
1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 942360001
(916) 653-5791

FEB 27 2006

Joseph A. Lucchio
City of Fairfield Department of Planning and Development
100 Webster Street, Room 200
Fairfield, California 94533

City of Fairfield East-West Water Transmission Pipeline Project
State Clearinghouse (SCH) Number: 2006012062

Staff for the Department of Water Resources has reviewed the subject document and provides the following comments:

Portions of the proposed project may be located within a regulated stream over which The Reclamation Board has jurisdiction and exercises authority. If the project includes any "channel reconfiguration" that was not previously permitted, new plans must be submitted. Section 8710 of the California Water Code requires that a Board permit must be obtained prior to start of any work, including excavation and construction activities, within floodways, levees, and 10 feet landward of the landside levee toes. A list of streams regulated by the Board is contained in the California Code of Regulations, Title 23, Section 112. The application and Title 23 regulations can be found on the Reclamation Board's website at www.recbd.ca.gov.

Section 8(b)(2) of the Regulations states that applications for permits submitted to the Board must include a completed environmental questionnaire that accompanies the application and a copy of any environmental documents if they are prepared for the project. For any foreseeable significant environmental impacts, mitigation for such impacts shall be proposed. Applications are reviewed for compliance with the California Environmental Quality Act.

Section 8(b)(4) of the Regulations states that additional information, such as geotechnical exploration, soil testing, hydraulic or sediment transport studies, biological surveys, environmental surveys and other analyses may be required at any time prior to Board action on the application.

You may disregard this notice if your project is outside of the Board jurisdiction. For further information, please contact me at (916) 574-1249.

Sincerely,

Al Vargas

Al Vargas
Staff Environmental Scientist
Floodway Protection Section

cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

STATE OF CALIFORNIA – THE RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, *Governor*

DEPARTMENT OF WATER RESOURCES
1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 942360001
(916) 653-5791

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LatC

Joseph A. Lucchio
City of Fairfield Department of Planning and Development
100 Webster Street, Room 200
Fairfield, California 94533

City of Fairfield East-West Water Transmission Pipeline Project
State Clearinghouse (SCH) Number: 2006012062

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Al Vargas

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cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Sean Walsh
Director

March 1, 2006

Joseph A. Lucchio
City of Fairfield
1000 Webster Street, Room 200
Fairfield, CA 94533

Subject: City of Fairfield East-West Water Transmission Pipeline Project
SCH#: 2006012062

Dear Joseph A. Lucchio:

The enclosed comment (s) on your Mitigated Negative Declaration was (were) received by the State Clearinghouse after the end of the state review period, which closed on February 14, 2006. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

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Sincerely,

Terry Roberts

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

STATE OF CALIFORNIA – THE RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, *Governor*

DEPARTMENT OF WATER RESOURCES
1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 94236-0001
(916) 653-5791

February 28, 2006

Mr. Joseph A. Lucchio
City of Fairfield
Department of Planning and Development
1000 Webster Street, Room 200
Fairfield, California 94533-4883

Initial Study/Mitigated Negative Declaration, East-West Transmission Pipeline, North Bay Aqueduct, Near Milepost 13.31, Delta Field Division, Solano County, SCH 2006012062

Dear Mr. Lucchio:

Thank you for the opportunity to review and comment on the Initial Study/Mitigated Negative Declaration for the East-West Water Transmission Pipeline in the city of Fairfield. The proposed project is for the construction of a 36-inch, potable water transmission line to connect the existing water main located at the intersection of Hale Ranch Road/Cordelia Road to the Cement Hill/Clay Bank Road intersection in Solano County.

The proposed construction is planned at or near the North Bay Aqueduct Pipeline and has the potential to affect portions of Department of Water Resource's (DWR) property. Based on the preliminary information provided, potential encroachment from this construction exists within DWR's right of way. Developers are required to obtain an encroachment permit if the proposed development affects DWR land or facilities, in accordance with Water Code Section No. 12899.

Inquiries for an encroachment permit or guidelines associated with DWR's Encroachment Permit process are to be forwarded to:

Department of Water Resources
Division of Engineering, Real Estate Branch
1416 Ninth Street, Room 425
Sacramento, California 94236-0001
Attn: Cliff Winston

In addition, please provide DWR with a copy of any subsequent environmental documentation when it becomes available for public review.

If you have any questions, please call Elena Behnam, Chief of DWR's Maintenance Engineering Section at (916) 653-0344 or Maria Chin at (916) 653-8029.

Sincerely,

Richard Sanchez, Chief
State Water Project Operations Support Office
Division of Operations and Maintenance

cc: State Clearinghouse
Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, California 95814

Nadell Gayou, 901 P Street
Dave Duval, DFD
Erdom Abraham, DFD
Teresa Sutliff, 641-3
Elena Behnam, 649-2
Cliff Winston, 415

STATE OF CALIFORNIA – THE RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF WATER RESOURCES
1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 94236-0001
(916) 653-5791

February 28, 2006

Mr. Joseph A. Lucchio
City of Fairfield
Department of Planning and Development
1000 Webster Street, Room 200
Fairfield, California 94533-4883

Initial Study/Mitigated Negative Declaration, East-West Transmission Pipeline, North Bay Aqueduct, Near Milepost 13.31, Delta Field Division, Solano County, SCH 2006012062

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Elena Behnam, 649-2
Cliff Winston, 415

KINDER MORGAN
ENERGY PARTNERS, L.P.
SFPP, L.P.

SFPP, L.P.
Operating Partnership

March 9, 2006

ENG 4-2-1 (22.3 to 22.6 & 24.8 to 27.5 - 130)
(21.0 to 23.6 - 25)NIS
Reference: 06-051-1

Mr. Joseph A. Lucchio
Economic Development Project Manager
City of Fairfield
Department of Planning and Development
1000 Webster Street
Fairfield CA 94533-4883

RECEIVED
MAR 14 2006
CITY OF FAIRFIELD
PLANNING AND DEVELOPMENT

RE: 36" East-West Potable Water Transmission Line Project

Dear Mr. Lucchio:

We recently received a copy of the CEQA Initial Study/Mitigated Negative Declaration covering the above referenced project in the City of Fairfield, California.

The project description indicates that a portion of the proposed water line route will parallel Kinder Morgan's 20-inch high pressure refined petroleum products pipeline. Enclosed is a copy of drawing Line Section 130, sheets 70, 71, 72 and 75 thru 85 and Line Section 25, sheets 38 thru 41 that respectively depict the general alignment of the active 20-inch and idle 14-inch pipelines.

When preliminary project plans are available, please forward a full sized set of drawings (to this office) for our review and comments concerning pipeline protection when working near these facilities.

Sincerely,

DR Quinn for

D. R. Quinn

Enclosures

T:drq/letters/eng4-2-1/06-051-1

1100 Town & Country Road Orange, California 92868 714/560-4400 714/560-4601 Fax